Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2016-0791, **File Type:** Informational Report **Agenda Number:** 33.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 20, 2016

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

DISCUSSION

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on October 6, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting on October 20, 2016.

Federal Grants for Fiscal Year 2016

As you are well aware Chairman Fasana, Metro celebrated the award of the largest TIGER Grant received in the State of California at the end of August. Following the award of $15 million through the U.S. Department of Transportation's TIGER Grant program for the Rosecrans/Marquardt Grade Separation Project, Metro was awarded another grant in September through the Federal Transit Administration under the Bus and Bus Facilities Program in the amount of $10.5 million. Similar to TIGER, this award was the largest award in the State of California. The Federal funding will be used to replace some of the last remaining diesel buses being used by contract services (Bus Routes 125, 128, 130, 205, 232, 607 and 625). Metro's grant request also included an innovative workforce development component.

Most recently, just yesterday in fact, we were notified that our agency will be receiving a $2 million Transit Oriented Development Grant from the Federal Transit Administration for the West Santa Ana Branch project. This is welcome news.

We are very appreciative of the strong partnership and confidence that U.S. Department of

Transportation has had and continues to have in our agency to delivery these and other critical federally funded projects.

Metro's Government Relations team will continue to actively seek Congressional support for our other grant applications which include an FTA Mobility on Demand Sandbox Program grant and an FHWA Advanced Transportation and Congestion Management Technology Grant. Both grants are expected to be announced in the near future.

Federal Appropriations for Fiscal Year 2017

As Federal Fiscal Year 2016 came to a close on September 30th, Congress was unable to agree on passing a full year funding bill and instead approved a short term Continuing Resolution that will fund the Federal Government at Fiscal Year 2016 levels until December 9, 2016.

We will be working to make sure the final federal spending bill includes $100 million for the Regional Connector, $100 million for Purple Line Extension (Segment 1), and $100 million for Purple Line Extension (Section 2).

Local Hire

We are very pleased that our Board of Directors is circulating a letter calling on the Obama Administration - through the U.S. Department of Transportation - to make permanent their Local Hire Pilot Program.

At present, the U.S. Department of Transportation's (USDOT) Local Hire Pilot Program is slated to expire in March of 2017. Metro - through our America Fast Forward initiative - has been at the forefront of efforts to reform the USDOT's local hire rules. Specifically - in September of 2011 - our Board added the reforming of federal local hire rules to our existing America Fast Forward initiative. In November of 2013 Congresswoman Karen Bass introduced - after consulting with Metro - H.R. 3620 - The Local Hire Act. In December of 2014 - Congresswoman Bass was successful in embedding language in the Fiscal Year 2015 federal spending bill that permitted the use of local hire practices around the nation. The following year - in 2015 - the USDOT announced that they would be launching a Local Hire Pilot Program.

We look forward to securing a favorable reply to our Board's letter requesting that the Local Hire Pilot Program be made permanent.

Conclusion

I look forward to expanding on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

This concludes my remarks before the committee. I would welcome the opportunity to answer any questions from you Mr. Chairman or from members of this committee.

Executive Management Committee

Remarks Prepared By Michael Turner
Deputy Executive Officer Government Relations

Conclusion of the 2015-16 Legislative Session

As of the writing of this report the Governor has concluded acting on all bills passed by the Legislature. The following summarizes some of the key actions taken by the Governor.

AB 2710 (Frazier) Vetoed

As expected Governor Brown issued a veto notice on AB 2710 (Frazier). The legislation would have outlined provisions for federal freight funds to be allocated through the Trade Corridors Improvement Fund (TCIF) program. The Governor, in the accompanying, directed the Secretary of Transportation to continue to work with the CTC, author to ensure that these funds are allocated to high-priority trade projects.

AB 1889 (Mullin) Signed into Law

The Governor also signed AB 1889 (Mullin), a Metro Board supported bill, into law. This bill clarifies language that secures funding for the “bookend” projects for the High Speed Rail project.

AB 620 (Hernandez) Signed into Law

Governor Brown also signed AB 620 (Hernandez) into law. The bill requires that Metro report to the legislature on outreach efforts to increase participation in the ExpressLanes Low Income Assistance Plan program in 2018. Metro Board of Directors opposed the original form of the bill that would have made substantial changes to the administration of the ExpressLanes program. The final version of the bill was amended to remove those provisions that would have negatively impacted program operations.

Major Greenhouse Gas Emissions Reduction Legislation Passes

At the end of session the Legislature passed and the Governor also signed a series of bills advancing the state’s GHG reductions programs. These include the following:

- SB 32 (Pavley) which extends the state’s basic GHG law and requires further emission reductions in that period.
- AB 197 (Garcia) which reforms the California Air Resources Board and implements additional legislative oversight.
- AB 1550 (Gomez) which restructures the requirements for allocating funds to disadvantaged communities.
- SB 824 (Beall) which will allow local agencies more flexibility in managing the cap and trade funds.
- AB 1613 (Committee on Budget) amends the Budget Act of 2016 to make

appropriations to GHG reduction programs, GGRF, including TIRCP, Sustainable Communities, Strategic Growth Council and other sustainability programs.

Assemblymember Chris Holden Holds Oversight Hearing at Metro

The Assembly Select Committee on Regional Transportation and Interconnectivity Solutions conducted an oversight hearing titled "Funding Transportation: Meeting the Challenge" on September 29th. Assemblymember Chris Holden who Chairs the Assembly Select Committee on Regional Transportation and Interconnectivity Solutions invited state government officials and a number of other members discussed timely transportation funding and policy issues for the state.

Potential Special Session on Transportation Funding

Legislative leadership in Sacramento continues to explore the possibility of acting in special session on a transportation funding proposal by the end of the year. While no date is scheduled for a vote the Chairmen of both policy committees are continuing discussions on their joint proposal and exploring the possibility of securing a two-thirds vote in each house. Metro's advocacy team is actively briefing key offices on our priorities to support a robust funding package that aggressively addresses Metro's key priorities.

The Legislative Analyst's Office issues The 2016-17 Budget: California Spending Plan

Each year, the Legislative Analyst's Office (LAO) publishes the California Spending Plan, a summary of the State's budget. This report highlights the evolution of the 2016-17 Budget Act from its January proposal, May revision and other major budget actions approved during 2016. The LAO finds that General Fund spending is up 6 percent from 2015-16 at $122.5 billion with the State's reserve balance at $8.5 billion as included in the June 2016 Budget package.

The Governor approved increases in spending for affordable housing, university funding, public safety, and Proposition 98. The LAO report makes mention of the Governor's special legislative session being unsuccessful in passing a comprehensive package to increase transportation funding. For transportation, the Governor and legislature approved $15.5 billion in spending for transportation programs, a decrease of 3 percent from 2015-16 spending. The budget package was revised in August to include provisions that are outlined in Assembly Bill 1613 and Senate Bill 838, which detailed how state funds and cap-and-trade funds will be apportioned to transportation programs throughout the state.

Conclusion

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

We welcome the opportunity to answer any questions from Mr. Chairman or from members of this committee.

ATTACHMENTS

Attachment A - October 2016 - Legislative Matrix

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

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777

Phillip A. Washington
Chief Executive Officer

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STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: energy storage systems: long duration bulk energy storage resources.	9/26/2016-A. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 680, Statutes of 2016.	Current law requires the Public Utilities Commission to open a proceeding to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2020. This bill would require the commission to evaluate and analyze the potential for all types of long duration bulk energy storage resources to help integrate renewable generation into the electrical grid, as specified. SUPPORT: Brookfield Renewable, Clean Power Campaign, EDF Renewable Energy, Eagle Crest Energy, Inc., San Diego County Water Authority OPPOSITION: None received	Monitor
AB 133 Committee on Budget Budget Act of 2015.	3/1/2016-A. CHAPTERED 3/1/2016-Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions. SUPPORT: None received OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 156 McCarty D Ammunition.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 6/30/2016)	Current law requires the Attorney General to maintain records, including fingerprints, licenses to carry concealed firearms, and information from firearms dealers pertaining to firearms, for purposes of assisting in the investigation of crimes and specified civil actions. In regard to certain of those records, current law authorizes specified peace officers to disseminate the name of the subject of the record, the number of firearms listed in the record, the description of any firearm, and other information reported to the Department of Justice, as specified, if the subject of the record has been arraigned, is being prosecuted, or is serving a sentence for domestic violence or is the subject of specified protective orders. This bill would require the Attorney General to also maintain information about ammunition transactions and ammunition vendor licenses for those purposes. SUPPORT: California Chapters of the Brady Campaign to Prevent Gun Violence, Coalition Against Gun Violence, a Santa Barbara County Coalition, Law Center to Prevent Gun Violence OPPOSITION: California Sportsman's Lobby, California State Sheriffs' Association, Crossroads of the Wes, Firearms Policy Coalition, National Rifle Association, National Shooting Sports Foundation, Outdoor Sportsmen's Coalition of California, Safari Club International, Several individuals	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 345, Statutes of 2016.	Current law provides that there is no liability for liquidated damages if a contractor, subcontractor, or surety deposits the full amount of the assessment or notice, including penalties, with the Department of Industrial Relations to hold in escrow pending administrative or judicial review. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following either the conclusion of all administrative and judicial review or upon the department receiving written notice from the Labor Commissioner or his or her designee of a settlement or other final disposition of an assessment issued, as specified, or from the authorized representative of the awarding body of a settlement or other final disposition of a notice issued, as specified. SUPPORT: Associated General Contractors (source), Associated Builders & Contractors of California, Construction Employers' Association, California Professional Association of Specialty Contractors, Southern California Contractors Association OPPOSITION: None received	Monitor
AB 338 Hernández, Roger D Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	7/1/2016-S. DEAD 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was 2 YEAR on 7/17/2015)	Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 738, Statutes of 2016.	Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. SUPPORT: None received OPPOSITION: None received	Neutral

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Bill ID/Topic	Location	Summary	Position
AB 626 Chiu D Public contracts: claim resolution.	9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 810, Statutes of 2016.	Current law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Current law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of $375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project. SUPPORT: Air Conditioning Sheet Metal Association, Air-Conditioning & Refrigeration Contractors Association, Advanced Cable Solutions, Inc., Architectural Glass& Aluminum, Associated General Contractors, Ayoob & Perry Plumbing Co., Baker Electric, Big Sky Electric, California Chapters of the National Electrical Contractors Association, California Legislative Conference of the Plumbing, California-Nevada Conference of Operating Engineers, California State Association of Electrical Workers, California State Pipe Trades Council, Collins Electrical Company, Inc., Creative Shower Door Corp., Cupertino Electric, Inc., Electro Construction Corp., Finishing Contractors Association of Southern California, Fuller Electric, Giroux Glass, Inc., Heating and Piping Industry, International Union of Elevator Constructors, KBI Painting, Inc., Mike Cox Electric Company, Inc., Morrow-Meadows Corporation, Neal Electric Corp., Neubauer Electric, Inc., Northern California Allied Trades, Pacific Glazing Contractors, Painting and Decorating Contractors Association of Sacramento, Piping Industry Progress & Education Trust Fund, Pyramid Painting, Inc., Roundtree Glass Company, Santa Barbara Glass Company, Schetter Electric, Inc., Smith and Sons Electric, Inc., State Building and Construction Trades Council, AFL-CI, TNT Industrial Contractors, Inc., Wall and Ceiling Alliance, Western States Council of Sheet Metal Workers, 44 individuals OPPOSITION: San Diego County Regional Airport Authority	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 779 Garcia, Cristina D Local government: financial disclosures.	8/18/2016-A. L. GOV. 8/25/2016-From committee: That the Senate amendments be concurred in. (Ayes 8. Noes 0.) .	Would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. SUPPORT: California League of Conservation Voters, Sierra Club California OPPOSITION: Association of California Healthcare Districts, California Special Districts Association, California State Association of Counties, Cities of Cloverdale, Hesperia, Indian Wells, Lake Elsinore, Murrieta, Rocklin, and San Carlos, League of California Cities, Rural County Representatives of California, Urban Counties of California	Monitor
AB 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/30/2016)	Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. SUPPORT: Amalgamated Transit Union, Sacramento Regional Transit District OPPOSITION: None received	Support

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Bill ID/Topic	Location	Summary	Position
AB 1419 Eggman D Hazardous waste: cathode ray tube glass.	9/22/2016-A. CHAPTERED 9/22/2016-Chaptered by Secretary of State - Chapter 445, Statutes of 2016.	Current law requires the Department of Toxic Substances Control to regulate the management and disposal of hazardous waste. Under current regulations, the department classifies a waste as hazardous waste if the waste exceeds certain total threshold limitation concentrations, which are established by the department for various substances, including barium. This bill, except as specified, would provide that used, broken cathode ray tube (CRT) panel glass and processed CRT panel glass that exceeds the total threshold limit concentration only for barium is not a waste and is not subject to regulation by the department if that panel glass meets certain requirements. SUPPORT: Californians Against Waste – sponsor, All eWaste, Inc., Association of California Recycling Industries, Cali Resources, Inc., California Association of Local Conservation Corps, California Electronic Asset Recovery, California League of Conservation Voters, Cal Micro Recycling, Ecology Action, ECS Refining, Electronic Recyclers International, E-Recycling of California, Environmental Working Group, Fireclay Tile, Institute of Scrap Recycling Industries (ISRI), West Coast Chapter, Kleen Blast Abrasives, Marin County Hazardous & Solid Waste Management Joint Powers Authority, Napa Recycling & Waste Services, Northern California Recycling Association (NCRA), Rural County Representatives of California (RCRC), Sonoma County AB 939 Local Task Force, Sonoma County Waste Management Agency Stopwaste, Technologies Displays Americas, LLC, Tycoon Materials, Inc. DBA Happy Recyclers OPPOSITION: None on file	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 365, Statutes of 2016.	Current law requires the Department of Finance, in consultation with the State Air Resources 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 investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities. SUPPORT: Alameda County Board of Supervisors, Amigos de los Rios, Asian Pacific Environmental Network, Asian Pacific Policy and Planning Council, California Association of Local Conservation Corps, California Bicycle Coalition, California Black Health Network, California Center for Public Health Advocacy, California Environmental Justice Alliance, California Housing Partnership Corporation, California Interfaith Power & Light, California League of Conservation Voters, California ReLeaf, California Urban Forests Council, California Vanpool Authority, California Voices for Progress, Canopy, Catholic Charities Catholic Charities, Diocese of Stockton, Center for Community Action and Environmental Justice, Center on Race, Poverty and the Environment, Central California Asthma Collaborative, Central Coast Alliance United for a Sustainable Economy, Central Coast Energy Services, City Project, Coalition for Clean Air, Communities for a Better Environment, Community Action to Fight Asthma, Community Health for Asian Americans, Defenders of Wildlife, Energy Solidarity Cooperative, Environment California, Environmental Defense Fund, Environmental Health Coalition, Fallbrook Land Conservancy, Filipino/American Coalition for Environmental Solidarity, Fresno Economic Opportunities Commission,	Monitor

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Bill ID/Topic	Location	Summary	Position
		Fresno Interdenominational Refugee Ministries, Friends Committee on Legislation of California, Grayson Neighborhood Council, Green Education, Inc., Green for All, Greenlining Institute, Greenspace-The Cambria Land Trust, GRID Alternatives, Growing Together, Huntington Beach Tree Society, Inc., Liberty Hill Foundation, Little Tokyo Service Center, Los Angeles Conservation Corps, Los Angeles Neighborhood Land Trust, Move LA, National Parks Conservation Association, Natural Resources Defense Council, Pacific Asian Consortium in Employment, Pacoima Beautiful, People Organizing to Demand Environmental and Economic Rights, Physicians for Social Responsibility – Los Angeles, Placer Land Trust, Propel Fuels, Public Advocates, Regional Asthma Management and Prevention, Rising Sun Energy Center, Rural County Representatives of California, Sacramento Tree Foundation, Safe Routes to School National Partnership, Santa Clara Valley Open Space Authority, Save the Bay, SCOPE, Sierra Business Council, Sierra Climate Adaptation and Mitigation Partnership, Sierra Club California, Sierra Foothill Conservancy, Solar-Oversight, Stone Soup Fresno, Strategic Actions for a Just Economy, Strategic Concepts in Organizing and Policy Education, The Nature Conservancy, TransForm, Tree Davis, Tree San Diego, Truckee Donner Land Trust, Trust for Public Land, TRUST South LA, Union of Concerned Scientists, Urban Releaf, Valley Clean Air Now, Watershed Conservation Authority OPPOSITION: Bay Area Air Quality Management District Legislative Committee, California Chamber of Commerce, California Taxpayers Association, Metropolitan Transportation Commission	

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Bill ID/Topic	Location	Summary	Position
AB 1591 Frazier D Transportation funding.	ASSEMBLY DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 2/1/2016)	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a $0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of $38 in the annual vehicle registration fee, and a new $165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws. SUPPORT: None listed b/c no analysis OPPOSITION: None listed b/c no analysis	Support

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Bill ID/Topic	Location	Summary	Position
AB 1592 Bonilla D Autonomous vehicles: pilot project.	9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 814, Statutes of 2016.	Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. SUPPORT: Contra Costa Transportation Authority (source), Alliance for Transportation Innovation, Allstate Insurance Company, American Council of Engineering Companies California, Bay Area Council, Bay Area Rapid Transit District, BestMile, California Department of Insurance, Central Contra Costa Transit Authority, City of Clayton, City of Concord, City of San Ramon, City of Walnut Creek, Congressmember Nancy Pelosi, Contra Costa County Board of Supervisors, East Bay Leadership Council, EasyMile, Honda, Intelligent Transportation Systems California, League of California Cities, Metropolitan Transportation Commission, Personal Insurance Federation of California, San Ramon Police Department, Securing America's Future Energy, Silicon Valley Leadership Group, Stantec, Sunset Development Company, TechNet, Telecommunications Industry Association, Telegra, Inc. OPPOSITION: Amalgated Transit Union, California Manufacturers and Technology Association, California Teamsters Public Affairs Council, CTIA, DMA, Information Technology Industry	Monitor

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AB 1595 Campos D Employment: human trafficking training: mass transportation employers.	ASSEMBLY DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)	Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human traffic king. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training. Last Amended on 3/29/2016	Support
AB 1610 Committee on Budget Transportation.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/24/2016)	The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws. SUPPORT: None received OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1640 Stone, Mark D Retirement: public employees.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/29/2016)	PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014. SUPPORT: Santa Clara Valley Transportation Authority (source), California Conference Board of the Amalgamated Transit Union, California Teamsters Public Affairs Council, California Transit Association, Monterey-Salinas Transit, Peninsula Corridor Joint Powers Board, San Mateo County Transit District, San Mateo County Transportation Authority OPPOSITION: None received	Work with Author

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Bill ID/Topic	Location	Summary	Position
AB 1641 Allen, Travis R Shuttle services: loading and unloading of passengers.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 2/4/2016)	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers. SUPPORT: None on file OPPOSITION: Amalgamated Transit Union, American Federation of State, County and Municipal Employees, California Council of the Blind, Cultural Space Coalition, Haight Ashbury Neighborhood Council, Potrero Hill Democratic Club, San Francisco Green Party, Services Employees International Union, United Transportation Union, 36 private citizens	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1657 O'Donnell D Air pollution: public ports and intermodal terminals.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. SUSPENSE FILE on 5/11/2016)	Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero- and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws. SUPPORT: APM Terminal, Associated General Contractors, California Association of Port Authorities, California Railroad Industry, Center for Sustainable Energy, Los Angeles County Business Federation, Los Angeles County Economic Development Corporation, Los Angeles County Economic Development Corporation, Maersk Line, Pacific Merchant Shipping Association, Philips Lighting, San Diego County Regional Airport Authority, Wilmington Chamber of Commerce OPPOSITION: None on file	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1661 McCarty D Local government: sexual harassment prevention training and education.	9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 816, Statutes of 2016.	Would require local agency officials, as defined, to receive sexual harassment prevention training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment prevention training or information. The bill would also require an entity that develops curricula to satisfy this requirement to consult with the city attorney or county counsel regarding the sufficiency and accuracy of that proposed content. SUPPORT: Equal Rights Advocates (source), AFSCME, Association of California Water Agencies, California Association of Parks and Recreation Districts, California Fire Chiefs Association, California Women's Law Center, City of West Hollywood, CSAC Excess Insurance Authority, Fire Districts Association of California, Los Angeles County Professional Peace Officers Association, Organization of SMUD Employees, Sacramento Collective for Women's Rights, San Diego County Court Employees Association, San Luis Obispo County Employees Association OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1669 Hernández, Roger D Displaced employees: service contracts: collection and transportation of solid waste.	9/30/2016-A. CHAPTERED 9/30/2016-Chaptered by Secretary of State - Chapter 874, Statutes of 2016.	Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due. SUPPORT: California Teamsters Public Affairs Council (source), California Labor Federation, AFL-CIO, Recology OPPOSITION: California Special Districts Association, California State Association of Counties, Inland Empire Disposal Association, Integrated Waste Management Task Force, League of California Cities, Los Angeles County Solid Waste Management Committee, Los Angeles County Waste Management Association, Solid Waste Association of Northern America, Solid Waste Association of Orange County, Waste Connections Inc.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1685 Gomez D Vehicular air pollution: zero-emission vehicles: civil penalties.	9/25/2016-A. CHAPTERED 9/25/2016-Chaptered by Secretary of State - Chapter 604, Statutes of 2016.	Current law provides that a manufacturer or distributor who does not comply with the emission standards or the test procedures adopted by the State Air Resources Board is subject to a civil penalty of $50 per vehicle. This bill would increase those penalties to up to $37,500 per violation. The bill would require the state board to adjust those maximum penalties for inflation, as specified, and would exempt those adjustments from the Administrative Procedure Act. SUPPORT: American Lung Association in California, Bay Area Air Quality Management District, Breathe California, California Air Pollution Control Officers Association, CALPIRG, Clean Power Campaign, Coalition for Clean Air, Environment California, Natural Resources Defense Council, Sierra Club California OPPOSITION: None received	Monitor
AB 1725 Wagner R Vehicles: automated traffic enforcement systems.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. on 8/11/2016)	Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws. SUPPORT: Automobile Club of Southern California, Conference of California Bar Associations, Safer Streets L.A. OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1732 Ting D Single-user restrooms.	9/29/2016-A. CHAPTERED 9/29/2016-Chaptered by Secretary of State - Chapter 818, Statutes of 2016.	Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize inspectors, building officials, or other local officials responsible for code enforcement to inspect for compliance with these provisions during any inspection. SUPPORT: California NOW (co-source), Equality California (co-source), Transgender Law Center (co-source), American Academy of Pediatrics, American Civil Liberties Union, Anti-Defamation League, City of West Hollywood, HP Inc., National Association of Social Workers, PayPal, SacLEGAL, Salesforce, San Francisco Unified School District, San Mateo County Board of Supervisors, Santa Clara County Board of Supervisors, The Secular Coalition for California OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1746 Stone, Mark D Transit buses.	SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. & H. on 5/24/2016)	Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report. This bill contains other existing laws. Last Amended on 5/24/2016	Support

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Bill ID/Topic	Location	Summary	Position
AB 1768 Gallagher R Bonds: transportation.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)	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 use in retiring the debt incurred from the issuance and sale of those outstanding bonds. SUPPORT: Howard Jarvis Taxpayers Association OPPOSITION: California Conference of Machinists, California Teamsters Public Affairs Council, State Building and Construction Trades Council, AFL-CIO	Monitor
AB 1813 Frazier D High-Speed Rail Authority: membership.	7/25/2016-A. CHAPTERED 7/25/2016-Chaptered by Secretary of State - Chapter 117, Statutes of 2016.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature. SUPPORT: Association for California High Speed Trains OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1866 Wilk R High-speed rail bond proceeds: redirection: water projects.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)	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 use in retiring the debt incurred from the issuance and sale of those outstanding bonds. SUPPORT: Associated Builders and Contractors of California, Howard Jarvis Taxpayer Association, Southwest California Legislative Council, Valley Ag Water Coalition OPPOSITION: California Conference of Machinists, California Teamsters Public Affairs Council, Sierra Club California, State Building and Construction Trades Council	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1889 Mullin D High-Speed Rail Authority: high-speed train operation.	ASSEMBLY CHAPTERED 9/28/2016 - Chaptered by Secretary of State - Chapter 744, Statutes of 2016.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of $9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met. The bill would also require the authority to include in its business plan and project update report information describing the use of these bond proceeds demonstrating that the investments made are consistent with the authority's current business plan and advance the development of the Phase I blended system as described in the business plan. **Last Amended on 8/19/2016** SUPPORT: Bay Area Council, Metropolitan Transportation Commission, Peninsula Corridor Joint Powers Board, Silicon Valley Leadership Group, Santa Clara County Board of Supervisors, Santa Clara Valley Transportation Authority, San Mateo County Transit District , San Mateo County Transportation Authority, Southern California Association of Governments OPPOSITION: The California Rail Foundation, The Community Coalition on High Speed Rail, Transportation Solution Defense and Education Fund	Support

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AB 1908 Harper R High-occupancy vehicle lanes.	ASSEMBLY DEAD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 3/28/2016)	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, 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 southern California to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2018, to reinstate 24-hour high-occupancy vehicle lanes in southern California 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. **Last Amended on 3/17/2016** Support: Automobile Club of Southern California National Motorists Association Opposition: None on file	Oppose

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AB 1919 Quirk D Local transportation authorities: bonds.	9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 745, Statutes of 2016.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. SUPPORT: Alameda County Transportation Commission OPPOSITION: Howard Jarvis Taxpayers Association	Monitor
AB 1943 Linder R Parking: county transportation commissions.	9/23/2016-A. CHAPTERED 9/23/2016-Chaptered by Secretary of State - Chapter 512, Statutes of 2016.	Would authorize the Riverside County Transportation Commission to enter into contracts with private vendors for the enforcement of parking regulations and the removal of vehicles parked in violation of parking regulations adopted by the commission. This bill contains other related provisions and other existing laws. SUPPORT: Riverside County Transportation Commission OPPOSITION: None received	Monitor

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AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was THIRD READING on 8/17/2016)	Current 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 these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. SUPPORT: Alliance of Automobile Manufacturers (source), California Electric Transportation Coalition, California Natural Gas Vehicle Coalition, ChargePoint, Clean Energy, Silicon Valley Leadership Group OPPOSITON: Plug In America	Work with Author
AB 2049 Melendez R Bonds: transportation.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 4/12/2016)	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, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. SUPPORT: Howard Jarvis Taxpayer Association, Southwest California Legislative Council OPPOSITION: California Conference Board of the Amalgamated Transit Union, California Conference of Machinists, California Teamsters Public Affairs Council, Engineer and Scientists of California, Local 20, IFPTE Local 20, AFL-CIO, International Longshore and Warehouse Union, Professional and Technical Engineers, IFPTE Local 21, AFL-CIO, State Building and Construction Trades Council of California, UNITE-HERE, AFL-CIO, Utilities Workers Union of America, Local 132, AFL-CIO	Monitor

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AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 750, Statutes of 2016.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. SUPPORT: Associated General Contractors, Bay Area Council, California Transportation Commission, City/County Association of Governments of San Mateo County, San Mateo County Economic Development Association, San Mateo County Transportation Authority OPPOSITION: None received	Monitor
AB 2152 Gray D Elections: ballots: ballot order.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was E. & R. on 3/8/2016)	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions. SUPPORT: Merced County Association of Governments, Merced County Board of Supervisors, Stanislaus County Board of Supervisors OPPOSITION: None on file	

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AB 2170 Frazier D Trade Corridors Improvement Fund: federal funds.	9/28/2016-A. VETOED 9/28/2016-Vetoed by the Governor	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of $2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. This bill contains other related provisions and other existing laws. **Last Amended on 8/17/2016** SUPPORT: Southern California Association of Governments (source), Alameda Corridor-East Construction Authority, Alameda County Transportation Commission, Automobile Club of Southern California, California Asphalt Pavement Association, California Association of Port Authorities, California Trade Coalition, Imperial County Transportation Commission, Los Angeles Area Chamber of Commerce, Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Mobility 21, Orange County Transportation Authority, Pacific Merchant Shipping Association, Port of Long Beach, Port of Los Angeles, Port of San Diego, Riverside County Transportation Commission, San Bernardino Associated Governments, San Diego Association of Governments, San Gabriel Valley Council of Governments, Ventura County Transportation Commission OPPOSITION: Department of Finance	Support

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Bill ID/Topic	Location	Summary	Position
AB 2222 Holden D Transit Pass Program: free or reduced-fare transit passes.	8/12/2016-S. DEAD 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, the California State University, under the administration of the Trustees of the California State University, and the University of California, under the administration of the Regents of the University of California, as the 3 segments of public postsecondary education in this state. Each of these segments is authorized to provide instruction and other services to the students who attend the institutions under their respective jurisdictions. Existing law also authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so. This bill would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions. **Last Amended on 8/2/2016** **SUPPORT AND OPPOSITION LISTED AT END OF REPORT**	Support

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AB 2257 Maienschein R Local agency meetings: agenda: online posting.	9/9/2016-A. CHAPTERED 9/9/2016-Chaptered by Secretary of State - Chapter 265, Statutes of 2016.	The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda for a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site to be posted on the local agency's primary Internet Web site homepage accessible through a prominent, direct link, as specified. SUPPORT: Grassroots Lab (source), AFSCME, California Asian Pacific Chamber of Commerce, California Association of Licensed Investigators, California Business Roundtable, California Independent Oil Marketers Association, California League of Food Processors, California Manufacturers and Technology Association, California Newspaper Publishers Association, California Professional Firefighters, California Retailers Association, Californians Aware, Data Coalition, El Dorado Local Agency Formation Commission, Industrial Environmental Association, Innovate Your State, National Federation of Independent Business, SEIU California, Sunlight Foundation OPPOSITION: California Special Districts Association	

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AB 2289 Frazier D Department of Transportation: capital improvement projects.	7/22/2016-A. CHAPTERED 7/22/2016-Chaptered by Secretary of State - Chapter 76, Statutes of 2016.	Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges. SUPPORT: Automobile Club of Southern California, California Transportation Commission, San Diego Association of Governments, San Francisco County Transportation Commission OPPOSITION: None received	Support
AB 2348 Levine D Department of Finance: infrastructure investment.	9/27/2016-A. VETOED 9/27/2016-Vetoed by the Governor	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 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. SUPPORT: California Association of Port Authorities, California Trade Coalition, Coalition of Adequate School Housing, Pacific Merchant Shipping Association, State Building and Construction Trades Council of California OPPOSITION: None received	Monitor

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AB 2374 Chiu D Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges.	9/28/2016-A. CHAPTERED 9/28/2016-Chaptered by Secretary of State - Chapter 753, Statutes of 2016.	Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency. SUPPORT: Automobile Club of Southern California, California Transportation Commission, San Francisco County Transportation Authority, Santa Clara Valley Transportation Authority OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2411 Frazier D Transportation revenues.	SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. & H. on 6/9/2016)	Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2017, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution. Last Amended on 5/27/2016 SUPPORT: AAA of Southern California (previous version of bill) OPPOSITION: None	Support

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Bill ID/Topic	Location	Summary	Position
AB 2472 Linder R Personal income taxes: credits: disabled veterans: service animals.	8/31/2016-A. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. SUSPENSE FILE on 5/25/2016)	The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2017, and before January 1, 2019, would allow a credit under the Personal Income Tax Law in an amount equal to 50% of the amounts paid or incurred during the taxable year by a qualified disabled veteran for the ownership and maintenance of a qualified animal, not to exceed $1,500 for a taxable year. The bill would require the amount of the credit to be multiplied by the tax credit adjustment factor, as specified. This bill would take effect immediately as a tax levy. SUPPORT: None on file OPPOSITION: None on file	Support
AB 2542 Gatto D Streets and highways: reversible lanes.	9/23/2016-A. CHAPTERED 9/23/2016-Chaptered by Secretary of State - Chapter 525, Statutes of 2016.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project. SUPPORT: None received OPPOSITION: None received	

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Bill ID/Topic	Location	Summary	Position
AB 2682 Chang R Registered sex offenders: interactive video games: meeting with minors.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was RLS. on 8/16/2016)	Would make it a crime, punishable by a fine not exceeding $5,000, by imprisonment in a state prison not exceeding one year, or by both the fine and imprisonment, for a registered sex offender to use an interactive video game to encourage another user of the interactive video game who is a minor to physically travel to a specified location for the purpose of meeting the minor. This bill contains other related provisions and other existing laws. SUPPORT: California Foundation for Independent Living Centers, Personal Insurance Federation of California OPPOSITION: None received	
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	8/26/2016-A. CHAPTERED 8/26/2016-Chaptered by Secretary of State - Chapter No. 204, Statutes of 2016	Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws. SUPPORT: Los Angeles County Metropolitan Transportation Authority (source), Hispanic Engineers Business Corporation, Redwood Resources, T&T Public Relations OPPOSITION: None received	Sponsor

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Bill ID/Topic	Location	Summary	Position
AB 2693 Dababneh D Financing requirements: property improvements.	9/25/2016-A. CHAPTERED 9/25/2016-Chaptered by Secretary of State - Chapter 618, Statutes of 2016.	Current law authorizes the legislative body of a public agency, as defined, to determine that it would be convenient, advantageous, and in the public interest to designate an area within which authorized public agency officials and property owners may enter into voluntary contractual assessments to finance certain improvements. This bill would also prohibit a public agency from permitting a property owner to participate in a program pursuant to these provisions unless the property owner satisfies certain conditions and the property owner is given the right to cancel the contractual assessment at any time prior to midnight on the 3rd business day after certain events occur without penalty or obligation, consistent with certain requirements. SUPPORT: California Association of County Treasurers and Tax Collectors, California Coast Credit Union, California Community Banking Network, Central Valley Community Bank, Comerica Bank, Commonwealth Central Credit Union, Community West Bank, El Dorado Savings Bank, Farmers and Merchants Bank of Central California, First Choice Bank, First Northern California Credit Union, Heritage Community Credit Union, Neighborhood National Bank, Patelco Credit Union, Provident Credit Union, Renew Financial, Renovate America, Sacramento Credit Union, Safe Credit Union, San Diego County Credit Union, San Francisco Federal Credit Union, Schools Financial Credit Union, Sierra Central Credit Union, Southwest California Legislative Council, Star One Credit Union, Valley First Credit Union, Valley Republic Bank, Two Individuals OPPOSITION: California Solar Energy Industries Association	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2722 Burke D Transformative Climate Communities Program.	9/14/2016-A. CHAPTERED 9/14/2016-Chaptered by Secretary of State - Chapter 371, Statutes of 2016.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program. SUPPORT: California Environmental Justice Alliance (co-source), Greenling Institute (co-source), Audubon California, California Association of Local Conservation Corps, California Equity Leaders Network, California League of Conservation Voters, California Pan Ethnic Health Network, Coalition for Clean Air, Fresno Economic Opportunities Commission, Health Officers Association of California, Los Angeles Neighborhood Land Trust, Lutheran Office of Public Policy – California, National Audubon Society, PAN North America, Sierra Club California, TransForm, Union of Concerned Scientists, Valley Clean Air Now OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2835 Cooper D Public employees: orientation and informational programs: exclusive representatives.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/31/2016)	Current 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. Current law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. This bill would require the public employers regulated by the acts described above to provide newly hired employees, as defined, a specified public employee orientation within 4 months of hiring, to be conducted in-person, during work hours. SUPPORT: California Labor Federation (co-source), California School Employees Association (co-source), Services Employees International Union (co-source), American Federation of State, County and Municipal Employees, AFL-CIO, CAL FIRE Local, 2881, California Faculty Association, California-Nevada Conference of Operating Engineers, California Nurses Association, California Professional Firefighters, California Teachers Association, Laborers' International Union of North America, Local 777, Laborers' International Union of North America, Local 792, Los Angeles County Professional Peace Officers Association, Orange County Employees Association, Orange County Professional Firefighters Association, Organization of SMUD Employees, San Diego County Court Employees Association, San Luis Obispo County Employees Association OPPOSITION: Association of California Community College Administrators, Association of California School Administrators, California Association of School Business Officials,, California Association of Suburban Schools, California County Superintendents Association, California School Boards Association, California Special Districts Association, California State Association of Counties, City of Diamond Bar, City of La Quinta, City of Long Beach, City of Palmdale, City of Thousand Oaks, Kern County Superintendent of Schools, League of California Cities, Riverside County Superintendent of Schools, Rural County Representatives of California, San Joaquin County Board of Supervisors, Urban Counties of California	

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Bill ID/Topic	Location	Summary	Position
AB 2847 Patterson R High-Speed Rail Authority: reports.	9/28/2016-A. VETOED 9/28/2016-Vetoed by the Governor	Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. SUPPORT: Californians Advocating Responsible Rail Design, Citizens for California High-Speed Rail Accountability, Mel's Farms, Train Riders Association of California OPPOSITION: Department of Finance	

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AB 2868 Gatto D Energy storage.	9/26/2016-A. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 681, Statutes of 2016.	Would require the PUC, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined. The bill would authorize the PUC to approve, or modify and approve, programs and investments in distributed energy storage systems, as provided, and would require the PUC to first approve those programs and investments that provide distributed energy storage systems to industrial, commercial, school, military, and low-income customers. SUPPORT: Association of California Water Agencies, California State Association of Electrical Workers, Coalition of California Utility Employees, San Diego County Water Authority, SolarCity, Stem, with amendments OPPOSITION: California Energy Storage Alliance, California Solar Industries Association, Marin Clean Energy, San Francisco Public Utilities Commission, Silicon Valley Leadership Group, Solar Energy Industries Association, Sonoma Clean Power, TechNet, The Alliance for Solar Choice, The Utility Reform Network, oppose unless amended	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2906 Committee on Transportation Transportation: omnibus bill.	8/26/2016-A. CHAPTERED 8/26/2016-Chaptered by Secretary of State - Chapter No. 208, Statutes of 2016	Current law authorizes the Treasurer and the California Transportation Commission to pledge amounts deposited in the State Highway Account from federal transportation funds for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Current law requires the commission to prepare an annual analysis of the bonding capacity of those federal transportation funds. This bill would instead require the commission to prepare this analysis when the Department of Transportation anticipates the issuance of new notes and makes a written request in that regard, but not more than once annually. SUPPORT: None received OPPOSITION: None received	
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses. SUPPORT: None listed b/c no analysis OPPOSITION: None listed b/c no analysis	

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Bill ID/Topic	Location	Summary	Position
SB 32 Pavley D California Global Warming Solutions Act of 2006: emissions limit.	9/8/2016-S. CHAPTERED 9/8/2016-Chaptered by Secretary of State - Chapter 249, Statutes of 2016.	Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions. SUPPORT/OPPOSITION: *See last pages of document.*	Monitor
SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 3/7/2016)	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions. SUPPORT: None received OPPOSITION: None received	

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Bill ID/Topic	Location	Summary	Position
SB 122 Jackson D California Environmental Quality Act: record of proceedings.	9/22/2016-S. CHAPTERED 9/22/2016-Chaptered by Secretary of State - Chapter 476, Statutes of 2016.	CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions. SUPPORT: American Planning Association, California Chapter, Association of Environmental Professionals, California Labor Federation, California League of Conservation Voters, City of Camarillo, County of Santa Barbara, Environmental Defense Center, Planning and Conservation League, State Building and Construction Trades Council OPPOSITION: Associated General Contractors of California, Association of California Cities, Orange County, Bay Area Council, Bay Planning Coalition, California Business Properties Association, California Business Roundtable, California Construction and Industrial Materials Association, California Retailers Association, Central City Association of Los Angeles, Engineering Contractors' Association, Harbor Association of Industry and Commerce, Humboldt Association of Realtors, Los Angeles Area Chamber of Commerce, Los Angeles County Economic Development Corporation, National Federation of Independent Business, Orange County Business Council, Pleasanton Chamber of Commerce, San Diego Regional Chamber of Commerce, San Francisco Chamber of Commerce, San Gabriel Valley Economic Partnership, San Mateo County Association of Realtors, Santa Clara Chamber of Commerce, Santa Clarita Valley Economic Development Corporation, Sonoma County Alliance, Southern	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 254 Allen D Campaign finance: voter instruction.	6/8/2016-S. CHAPTERED 6/8/2016-Chaptered by Secretary of State - Chapter No. 20, Statutes of 2016	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified. SUPPORT: California Common Cause (co-source), MOVI, Money Out Voters In (co-source), American Family Voices, American Sustainable Business Council, California Alliance for Retired Americans, California Clean Money Campaign, California Labor Federation, California Teachers Association, CALPIRG, Consumer Watchdog, Courage Campaign, Democracy for America, Franciscan Action Network, Free Speech for People, Friends of the Earth U.S., Move to Amend Coalition, Public Citizen, Topanga Peace Alliance OPPOSITION: California Taxpayers Association, Howard Jarvis Taxpayers Association	Monitor

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SB 321 Beall D Motor vehicle fuel taxes: rates: adjustments.	SENATE DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 6/27/2016)	Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws. SUPPORT: American Public Works Association, Associated General Contractors, Bay Area Rapid Transit District, Board of Equalization, California Alliance for Jobs, California Association of Councils of Government, California State Association of Counties, California State Council of Laborers, California Transit Association, California Transportation Commission, City of Camarillo, City of Crescent City, City of Eureka, City of Fountain Valley, City of Glendale, City Goleta, City of Indian Wells, City of Lakewood, City of Livermore, City of Lomita, City of Moreno, City of Rolling Hills Estates, City of Roseville, City of San Jose, City of Saratoga, City of West Hollywood, City/County Association of Governments of San Mateo County, County of Alpine, County of Contra Costa, County of Los Angeles, County of Mono, County of Monterey, County of Santa Cruz, Glendale City Employees Association, Kern Council of Governments, League of California Cities, Metropolitan Transportation Commission, Orange County Transportation Authority, Organization of SMUD Employees, Planning and Conservation League, Rural County Representatives of California, Sacramento Metropolitan Chamber of Commerce, San Bernardino Public Employees Association, San Diego Association of Governments (SANDAG) San Diego County Court Employees Association, San Joaquin Valley Regional Transportation Planning Agencies San Luis Obispo Council of Governments, San Luis Obispo County Employees Association Santa Clara Valley Transportation Authority, Self-Help Counties Coalition, Town of Los Altos Hills, Transportation Agency for Monterey County, Transportation Authority of Marin, Transportation California, United Contractors, Urban Counties Caucus, Ventura County Transportation Commission OPPOSITION: None received	Support

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Bill ID/Topic	Location	Summary	Position
SB 824 Beall D Low Carbon Transit Operations Program.	SENATE CHAPTERED 9/22/2016 - Chaptered by Secretary of State - Chapter 479, Statutes of 2016.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of 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 a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The bill would authorize a recipient transit agency that does not submit an expenditure for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year for a maximum of 4 years. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. **Last Amended on 8/18/2016** SUPPORT: Santa Clara Valley Transportation Authority (source), Alameda-Contra Costa Transit District, Asian Pacific Environmental Network, Associated General Contractors, Bay Area Rapid Transit District, California Bicycle Coalition, California ReLeaf, California Transit Association, California Walks, Central Contra Costa Transit Authority, Coalition for Clean Air, Foothill Transit, Gamaliel of California, Housing California, Investing in Place, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Monterey-Salinas Transit, Move L.A., Napa Valley Transportation Authority, North Bay Organizing Project, Orange County Transportation Authority, Peninsula Corridor Joint Powers Board (Caltrain), Public Advocates, Safe Routes to School National Partnership, San Bernardino Associated Governments, Santa Cruz Metropolitan Transit District, San Mateo County Transit District, San Mateo County Transportation Authority, Santa Monica Big Blue Bus, Solano County Transit, TransForm	Support

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SB 838 Committee on Budget and Fiscal Review Transportation.	9/13/2016-S. CHAPTERED 9/13/2016-Chaptered by Secretary of State - Chapter 339, Statutes of 2016.	The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. SUPPORT: None received OPPOSITION: None received	

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SB 882 Hertzberg D Crimes: public transportation: minors.	8/22/2016-S. CHAPTERED 8/22/2016-Chaptered by Secretary of State - Chapter No. 167, Statutes of 2016	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts. SUPPORT: Children's Defense Fund of California (Co-Sponsor), Western Center on Law and Poverty (Co-Sponsor), Youth Justice Coalition (Co-Sponsor), Alliance for Boys and Men of Color, A New Way of Life Reentry Project, Aspiranet, California Association of Local Conservation Corps, California Coalition for Youth, California Equity Leaders Network, California Pan-Ethnic Health Network, California Public Defenders Association, California School-Based Health Alliance, Californians United for a Responsible Budget, Center for Juvenile Law and Policy, Loyola Law School, Children Now, Children's Advocacy Institute, University of San Diego Law School, Coalition of California Welfare Rights Organizations, Inc., Comite Civico del Valle, Community Asset Development Redefining Education, Courage Campaign, Ella Baker Center for Human Rights, El Rancho Unified School District, First Place for Youth, Larkin Street Youth Services, Laborers' International Union of North America Locals 777 & 792, Lawyers Committee for Civil Rights of San Francisco Bay Area, Legal Services for Prisoners with Children, National Association of Social Workers, California Chapter, National Center for Youth Law, Pacific Juvenile Defender Center, Policy Link, Public Counsel, Root and Rebound, Rubicon Programs, One Private Individual OPPOSITION: California Police Chiefs Association, California State Sheriffs Association, California Transit Association, Riverside Transit Agency, Sacramento Regional Transit District	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 903 Nguyen R Transportation funds: loan repayment.	8/31/2016-S. DEAD 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was T. & H. on 2/4/2016)	Would acknowledge, as of June 30, 2015, $879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws. SUPPORT: None b/c no bill analysis OPPOSITION: None b/c no bill analysis	Monitor
SB 951 McGuire D Transportation: Golden State Patriot Passes Program.	SENATE DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/9/2016)	Existing law creates various state transportation agencies, including the Department of Transportation, with specified powers and duties, including, but not limited to, coordinating and assisting, upon request of, the various public and private transportation entities to strengthen their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate, and would require a transit operator selected to participate in the program to match any state moneys that it receives through the program with local moneys. The bill would require the participating transit operators and the department to report on the program. The bill would repeal the program on January 1, 2022. Last Amended on 4/26/2016	Support

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Bill ID/Topic	Location	Summary	Position
SB 998 Wieckowski D Vehicles: public transit bus lanes.	9/27/2016-S. CHAPTERED 9/27/2016-Chaptered by Secretary of State - Chapter 716, Statutes of 2016.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws. SUPPORT: Alameda-Contra Costa Transit District (co-source), Santa Clara Valley Transportation Authority (co-source), California Transit Association OPPOSITION: None received	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 1018 Liu D Interstate 710 North Gap Closure project: cost-benefit analysis.	SENATE DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was T. & H. on 4/11/2016)	Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other current laws. SUPPORT: City of Glendale, City of La Canada Flintridge, City of South Pasadena OPPOSITION: City of Alhambra (prior version), City of Monterey Park (prior version), City of Rosemead (prior version), City of San Marino (prior version), Ironworkers Local 416 (prior version), Ironworkers Local 433 (prior version), Los Angeles Metropolitan Transportation Authority (LA Metro), Los Angeles/Orange Counties Building and Construction Trades Council (prior version), Sprinkler Fitters U.A. Local 709 (prior version), State Building and Construction Trades of California (prior version), U.A. Local 78 (prior version)	Oppose
SB 1216 Hueso D Trade Corridors Improvement Fund: federal funds.	ASSEMBLY DEAD 8/31/2016 - Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was RLS. on 8/19/2016)	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws. SUPPORT: None listed b/c no bill analysis (We know LA Metro, PMSA support.) OPPOSITION: None listed b/c no bill analysis	Support

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Bill ID/Topic	Location	Summary	Position
SB 1379 Mendoza D Los Angeles County Metropolitan Transportation Authority.	8/19/2016-A. APPR. 8/25/2016-August 25 set for first hearing canceled at the request of author.	The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors, including the Mayor of the City of Los Angeles. This bill would restructure the board of directors to include the Mayor of the City of Los Angeles, 2 Los Angeles City Council Members, 2 public members who are residents of the City of Los Angeles, the Mayor of the City of Long Beach, 5 mayors or city council members from the other cities in the county, 2 members of the board of supervisors appointed by that board, and one nonvoting member appointed by the Governor. SUPPORT: Graciela Ortiz, Mayor, City of Huntington Park OPPOSITION: Ara Najarian, Director, MTA, Councilmember, City of Glendale, California State Association of Counties, Central City Association, Century City Chamber of Commerce, County of Los Angeles, Eric Garcetti, Mayor, City of Los Angeles, Fixing Angelenos Stuck in Traffic (FAST), John Fasana, Chair, MTA, Councilmember, City of Duarte, Los Angeles and Orange Counties Building and Construction Trades Council, Los Angeles County Metropolitan Transportation Authority Board of Directors, State Building and Construction Trades Council, Urban Counties of California	Oppose

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Bill ID/Topic	Location	Summary	Position
SB 1379 Mendoza D **AS AMENDED 8/29/2016** Community colleges: part-time, temporary employees.	SENATE CHAPTERED 9/30/2016 - Chaptered by Secretary of State. Chapter 891, Statutes of 2016.	Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law requires that a person employed to teach adult or community college classes for not more than 67% of the hours per week of a full-time employee having comparable duties, excluding substitute service, be classified as a temporary employee and not a contract employee. This bill would instead, among other things, require that minimum standards be established for the terms of reemployment preference for part-time, temporary faculty assignments, extend the time frame for compliance to July 1, 2017, and make compliance with the provisions a condition of receiving funds allocated for the Student Success and Support Program in the annual Budget Act. This bill contains other related provisions and other existing laws. **Last Amended on 8/29/2016**	
SB 1383 Lara D Short-lived climate pollutants: methane emissions: organic waste: landfills.	8/19/2016-A. NAT. RES. 8/19/2016-Read third time and amended. Ordered to third reading. Re-referred to Com. on NAT. RES. pursuant to Assembly Rule 77.2.	Would require the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also would establish specified targets for reducing organic waste in landfills. This bill contains other related provisions and other existing laws. SUPPORT/OPPOSITION: *See last pages of document.*	

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Bill ID/Topic	Location	Summary	Position
SB 1398 Leyva D Public water systems: lead user service lines.	8/18/2016-A. THIRD READING 8/18/2016-Read third time and amended. Ordered to third reading.	Would require a public water system to compile an inventory of known lead user service lines in use in its distribution system and identify areas that may have lead user service lines in use in its distribution system by July 1, 2018. This bill would require a public water system, after completing the inventory, to provide a timeline for replacement of known lead user service lines in the distribution system to the State Water Resources Control Board. SUPPORT: California Association of Environmental Health Administrators, California Environmental Justice Alliance, California League of Conservation Voters, California Public Interest Group, Center for Food Safety, Community Water Center, East Bay Municipal Water District, Environment California, Environmental Justice Coalition for Water, Environmental Working Group, Food and Water Watch, Natural Resources Defense Council, Pacific Water Quality Association, Rural Community Assistance Corporation, Sierra Club California, Water Program Manager OPPOSITION: None on file	

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SB 1464 De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	9/26/2016-S. CHAPTERED 9/26/2016-Chaptered by Secretary of State - Chapter 679, Statutes of 2016.	Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs. SUPPORT: None on file OPPOSITION: None on file	

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Bill ID/Topic	Location	Summary	Position
SB 1472 Mendoza D Los Angeles County Metropolitan Transportation Authority.	SENATE DEAD 6/3/2016 - Failed Deadline pursuant to Joint Rule 61(b)(11). (Last location was INACTIVE FILE on 6/2/2016)	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, including 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 board of supervisors, and one nonvoting member appointed by the Governor. This bill would expand the board of directors to 22 members by adding 2 members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules, selected from a list of candidates submitted by the Los Angeles County City Selection Committee, and would prohibit these members from residing in the same city as another member of the authority, as specified. The bill would instead provide for the appointment of 8 members from the other c ities in the county, 2 from each sector, as prescribed. The bill would also add as members of the board of directors the Mayor of the City of Long Beach and one additional public member. This bill contains other related provisions and other existing laws. **Last Amended on 6/1/2016** SUPPORT: (Verified 6/1/16) City of Bellflower City of Buena Park City of Downey City of Pico Rivera City of Torrance Eco-Rapid Transit Board of Directors	Oppose

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Bill ID/Topic	Location	Summary	Position
		OPPOSITION: (Verified 6/2/16) Ara Najarian, Councilmember, City of Glendale City of Los Angeles Honorable Eric Garcetti, Second Vice-Chair, METRO Board of Directors Honorable John Fasana, First Vice-Chair, METRO Board of Directors Honorable Mark Ridley-Thomas, Chair, METRO Board of Directors International Brotherhood of Electrical Workers, Local 11 Los Angeles County Board of Supervisors Los Angeles and Orange County Building and Construction Trades Council Hilda Solis, Los Angeles County Supervisor, First District Mobility 21	
SBX1 1 Beall D Transportation funding.	8/24/2016-S. APPR. 8/24/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. SUPPORT/OPPOSITION: None listed on new version	Monitor
SCA 5 Hancock D Local government finance.	4/12/2016-S. GOV. & F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	Would exempt from taxation for each taxpayer an amount up to $500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws. SUPPORT/OPPOSITION: None listed b/c no bill analysis	Monitor

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SCA 7 Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. SUPPORT: Alameda Corridor — East Construction Authority, California Association of Harbor Masters and Port Captains, California Yacht Brokers Association, County of Riverside, Howard Jarvis Taxpayers Association, Kern County Board of Supervisors, Madera County Board of Supervisors, Marina Recreation Association, National Marine Manufacturers Association, Orange County Taxpayers Association, San Bernardino County, San Joaquin Valley Regional Transportation Agencies, Transportation Agency for Monterey County, Worldwide Boaters Safety Group OPPOSITION: None received	Support

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Bill ID/Topic	Location	Summary
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.
ABX1 3 Frazier D Transportation funding.	9/24/2015- A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.
ABX1 4 Frazier D Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

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Bill ID/Topic	Location	Summary
ABX1 5 Hernández, Roger D Income taxes: credits: low-income housing: farmworker housing assistance.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to $70 million per year and allows $500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from $500,000 to $25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.

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ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	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 continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.
ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.
ABX1 8 Chiu D Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.

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ABX1 9 Levine D Richmond-San Rafael Bridge.	8/17/2015-A. PRINT 8/18/2015-From printer.	Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.
ABX1 10 Levine D Public works: contracts: extra compensation.	8/19/2015-A. PRINT 8/20/2015-From printer.	Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.

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ABX1 11 Gray D Transportation projects: County of Merced: campus parkway project.	8/20/2015-A. PRINT 8/21/2015-From printer.	Existing law provides various sources of funding for transportation projects. This bill would appropriate $97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.
ABX1 12 Nazarian D Los Angeles County Metropolitan Transportation Authority.	8/26/2015-A. PRINT 8/27/2015-From printer.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.

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ABX1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways.	8/31/2015-A. PRINT 9/1/2015-From printer.	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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. 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. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.
ABX1 14 Waldron R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate $1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.

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ABX1 15 Patterson R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law appropriates the sum of $663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the $663,287,000 appropriation for Capital Outlay Support by $500 million, and would appropriate $500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.
ABX1 16 Patterson R State highways: transfer to local agencies: pilot program.	8/31/2015-A. PRINT 9/1/2015-From printer.	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 with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.

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ABX1 17 Achadjian R Greenhouse Gas Reduction Fund: state highway operation and protection program.	8/31/2015-A. PRINT 9/1/2015-From printer.	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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. 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. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.
ABX1 18 Linder R Vehicle weight fees: transportation bond debt service.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.

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ABX1 19 Linder R California Transportation Commission.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law establishes in the 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 and establish it as an entity in the state government. The bill would also make conforming changes.
ABX1 20 Gaines, Beth R State government: elimination of vacant positions: transportation: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.
ABX1 21 Obernolte R Environmental quality: highway projects.	8/31/2015-A. PRINT 9/1/2015-From printer.	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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.

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ABX1 22 Patterson R Design-build: highways.	9/1/2015-A. PRINT 9/2/2015-From printer.	Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.
ABX1 23 Garcia, Eduardo D Transportation.	9/4/2015-A. PRINT 9/5/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.

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Bill ID/Topic	Location	Summary
ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners.	9/11/2015-A. PRINT 9/12/2015-From printer.	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.

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Bill ID/Topic	Location	Summary
ABX1 26 Frazier D Transportation funding.	8/24/2016-A. PRINT 8/25/2016-From printer.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a $0.17 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of $38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new $165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.

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SBX1 1 Beall D Transportation funding.	8/24/2016-S. APPR. 8/24/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a $0.17 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of $38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new $165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.
SBX1 2 Huff R Greenhouse Gas Reduction Fund.	6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.

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Bill ID/Topic	Location	Summary
SBX1 3 Vidak R Transportation bonds: highway, street, and road projects.	9/14/2015-S. DEAD 9/14/2015-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 Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, 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 7, 2016, statewide primary election.
SBX1 4 Beall D Transportation funding.	9/24/2015- S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

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SBX1 5 Beall D Transportation funding.	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.
SBX1 7 Allen D Diesel sales and use tax.	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.

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Bill ID/Topic	Location	Summary
SBX1 8 Hill D Public transit: funding.	9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.
SBX1 9 Moorlach R Department of Transportation.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.

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SBX1 10 Bates R Regional transportation capital improvement funds.	7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.

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SBX1 11 Berryhill R Environmental quality: transportation infrastructure.	9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.	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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.
SBX1 12 Runner R California Transportation Commission.	8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.	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. This bill contains other related provisions and other existing laws.

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SBX1 13 Vidak R Office of the Transportation Inspector General.	9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.
SBX1 14 Cannella R Transportation projects: comprehensive development lease agreements.	7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.

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SCAX1 1 Huff R Motor vehicle fees and taxes: restriction on expenditures.	9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.	(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.
SCRX1 1 De León D 2015-16 First Extraordinary Session: Joint Rules.	6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.	This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.

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SRX1 1 De León D Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session	6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)	This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.

AB 2222 (Holden) Verified 7/29/2016

SUPPORT:

Amigos de los Rios
Aspiranet
Association for Commuter Transportation, Southern California Chapter
Bike San Gabriel
California Bicycle Coalition
California Federation of Teachers
California Housing Partnership Corporation
California Pan Ethnic Health Network
California ReLEAF
California State Polytechnic University, Pomona
California State Student Association
California State University
CalPIRG
Catholic Charities of the diocese of Stockton
Center for Community Action and Environmental Justice
Circulate San Diego
Climate Resolve
Coalition for Clean Air
East LA Community Corporation
East Los Angeles College
FAST

Housing California
Investing in Place
Kings Canyon Unified School District
LA Mas
LAANE
Leadership Council for Justice and Accountability
Long Beach Community College District
Los Angeles Business Council
Los Angeles Community College District
Los Angeles County Bicycle Coalition
Gamaliel of California
Los Angeles County Metropolitan Transportation Authority
Los Angeles Neighborhood Initiative
Los Angeles Urban League
Los Angeles Walks
Los Rios Community College District
Mt. San Antonio College
Orange County Transportation Authority
Pacoima Beautiful
Pasadena Area Community College District
Peralta Community College District
PolicyLink
Prevention Institute
Public Advocates
Safe Routes to School
San Diego Community College District
San Francisco Bay Area Rapid Transit District
San Jose Evergreen Community College District
SLATE Z

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Southeast Asian Community Alliance
The Trust for Public Land
Union of Concerned Scientists
University of California, Los Angeles
University of Southern California (USC)
Ventura County Transportation Commission
Youth Policy Institute
1 Individual

OPPOSITION:
California Taxpayers Association

SB 32 (Pavley)

SUPPORT: (Verified 8/23/16)

State Controller Betty Yee
350 Bay Area
350 Sacramento
Access to Independence
Advanced Energy Economy
Agility Fuel Systems
Agoura Hills Mayor Ilece Buckley
American Academy of Pediatrics - California District IX
American Cancer Society, California Division
American College of Physicians, California Service Chapter
American Farmland Trust
American Heart Association
American Lung Association in California

American Stroke Association
Annie's Inc.
Applied LNG Technologies
Apricus Inc.
Asthma Coalition of Los Angeles County
Atmos Energy
Audubon Society of California
Autodesk, Inc.
Azul
Bagito
Bay Area Air Quality Management District
Baz Allergy, Asthma & Sinus Center (San Joaquin Valley)
Ben & Jerry's
Benicia Mayor Elizabeth Patterson
Big Sur Land Trust
Biodico Sustainable Biorefineries
Bioenergy Association of California
Biosynthetic Technologies
Blue Sky Biochar
Bonnie J. Adario Lung Cancer Foundation
Breathe California
Building Doctors
Business for Innovative Climate and Energy Policy
C&C Development Co.
Calabasas Mayor Lucy Martin
California Bicycle Coalition
California Biodiesel Alliance
California Biomass Energy Alliance
California Black Health Network

California Catholic Conference, Inc.
California Climate and Agriculture Network
California Conference of Directors of Environmental Health
California Contract Cities Association
California Electric Transportation Coalition
California Energy Efficiency Industry Council
California Energy Storage Alliance
California Equity Leaders Network
California Green Business Network
California Interfaith Power & Light
California League of Conservation Voters
California Municipal Utilities Association
California Natural Gas Vehicle Coalition
California Nurses Association
California Pan-Ethnic Health Network
California Public Health Association, North
California Ski Industry Association
California Solar Energy Industries Association
California Solar Energy Industry Association
California State Council of Laborers
California Thoracic Society
California Transit Association
California Trout
California Urban Forests Council
California Wind Energy Association
Californians Against Waste
Calpine Corporation
CalPIRG
CALSTART

Carbon Cycle Institute
Cathedral City Mayor Pro Tem Greg Pettis
Catholic Charities, Diocese of Stockton
Center for Biological Diversity
Center for Climate Change and Health
Center for Climate Protection
Center for Sustainable Suburban Development at University California, Riverside
Central California Asthma Collaborative
Ceres
ChargePoint
Chart Industries
Circulate San Diego
City and County of San Francisco
City Heights Community Development Corporation
City of Arcata
City of Berkeley
City of Los Angeles
City of Maywood
City of Moorpark
City of Oxnard
City of Santa Monica
City of Santa Rosa
City of Sebastopol
City of Simi Valley
City of Thousand Oaks
City of West Hollywood
Clean Energy
Clean Power Finance
Clean Water Action

CleanTech San Diego
Cleveland National Forest Foundation
Clif Bar, Inc
Climate Action Campaign
Climate Action Reserve
Climate Parents
Climate Ready Solutions LLC
Climate Resolve
Communications Workers of American, AFL-CIO District 9
Communitas Financial Planning
Community Action to Fight Asthma
Consumers Union
Cosmodyne
County of Los Angeles
County of Marin
County of Santa Barbara
County of Sonoma
County of Ventura
Covanta Energy Corporation
Cummins Westport Inc.
Davis Mayor Dan Wolk
Dignity Health
Distance Learning Consulting
Doctors for Climate Health
Eagle Creek
East Bay Municipal Utility District
eBay
Ecogate, Inc.
El Proyecto del Barrio, Inc

Endangered Habitats League
Environment California
Environmental Action Committee of West Marin
Environmental Defense Fund
Environmental Entrepreneurs (E2)
Environmental Health Coalition
Environmental Health Department, County of Los Angeles
EtaGen
FastTech
Fiat Chrysler Automobiles
Ford Motor Company
Freightliner
Fresno Mayor Ashley Swearengin
Friends Committee on Legislation of California
Friends of the River
Gap, Inc.
General Motors Company
Gladstein Neandross & Associates
Global Green USA
Grand Boulevard Initiative
Green Education
Greenbelt Alliance
Harvest Power
Health Care Without Harm
Health Officers Association of California
Honda
House Kombucha
Housing California
Humane Society International

Humane Society of the United States
Impco Automotive
Jewish Family Services of Los Angeles
KB Home
Klean Kanteen
Lancaster Mayor R. Rex Parris
Land Trust of Santa Cruz County
Landirenzo
Large-Scale Solar Association
Leadership Counsel for Justice and Accountability
League of Women Voters of California
League of Women Voters of Orange Coast
Levi Strauss & Co
Liberty Hill Foundation
Long Beach Mayor Robert Garcia
Los Angeles Alliance for a New Economy
Los Angeles Business Council
Los Angeles County Medical Association
Los Angeles County Supervisor Hilda Solis
Los Angeles County Supervisor Mark Ridley-Thomas
Los Angeles County Supervisor Sheila Kuehl
Los Angeles Mayor Eric Garcetti
Lyft
MAAC
Marin Agricultural Land Trust
Marin Clean Energy
Mars Incorporated
Medical Advocates for Healthy Air
Member of Congress, Adam B. Schiff

Member of Congress, Alan Lowenthal
Member of Congress, Ted W. Lieu
Mercury Press International
Moms Clean Air Force
Morgner Construction
Motiv
Mountains Recreation and Conservation Authority
Move LA
National Parks Conservation Association
Natural Resources Defense Council
Nature Conservancy
NextGen Climate
Oakland Mayor Libby Schaaf
Pacific Forest Trust
Pacific Gas and Electric
Pacoima Beautiful
Patagonia Works
Patagonia, Inc.
Peninsula Open Space Trust
People Organizing to Demand Environmental and Economic Rights
Physicians for Social Responsibility, Los Angeles
Physicians for Social Responsibility--SF-Bay Area Chapter
Planning and Conservation League
Plug In America
Power2Sustain
Prevention Institute
Progressive Asset Management, Inc.
Progressive Baptist State Convention of California and the West
Proterra Inc.

Public Health Institute
Puma Springs Vineyards
Purple Wine & Spirits
Quest
Questar Fueling
RC Cubed, Inc.
Redlands Area Democratic Club
Redlands Mayor Pro Tempore Jon Harrison
ReFuel
Regional Asthma Management and Prevention
Republic Services, Inc.
Sacramento Mayor Kevin Johnson
Sacramento Municipal Utility District
San Diego Housing Federation
San Diego-Imperial Counties Labor Council
San Francisco Asthma Task Force
San Francisco Mayor Edwin Lee
San Jose Mayor Sam Liccardo
Santa Ana Mayor Miguel Pulido
Santa Clara County Medical Society
Santa Clara Valley Open Space Authority
Santa Clarita Organization for Planning and the Environment
Santa Monica Mountains Conservancy
Save the Redwoods League
Sempra Energy
Sequoia Riverlands Trust
Service Employees International Union
Sidel Systems USA
Sierra Business Council

Sierra Club California
Silicon Valley Leadership Group
SmartWool
Solano County Transit
Solar Energy Industries Association
Sonoma Agricultural Preservation and Open Space District
Sonoma Clean Power
Sonoma County Asthma Coalition
Sonoma County Water Agency
South Coast Air Quality Management District
Southern California Edison
Southern California Gas Company
Southern California Public Power Authority
Southwest Wetlands Interpretive Association
Spectrum LNG
Stop Waste
Sustainable North Bay
Symantec
Tamalpais Nature Works
The Added Edge
The Hampstead Companies
The North Face
TransForm
TreePeople
Trillium CNG
Trust for Public Land
U.S. Green Building Council California
Union of Concerned Scientists
United States Senator Barbara Boxer

United States Senator Dianne Feinstein
UPS
VNG
Voices for Progress
Wakeland Housing & Development Corporation
Waste Management, Inc.
Waterplanet Alliance
WaterSmart Software
Westport Innovations

OPPOSITION: (Verified 8/23/16)

African American Farmers of California
Agricultural Council of California
American Alliance Authority and Compliance
American Alliance Drug Testing
American Forest and Paper Association
American Wood Council
Apartment Association of Greater Los Angeles
Apartment Association of Orange County
Apartment Association, California Southern Cities
Associated Builders and Contractors of California
Brea Chamber of Commerce
Building Owners and Managers Association
California Agricultural Aircraft Association
California Apartment Association
California Association of Nurseries and Garden Centers
California Association of Realtors
California Building Industry Association

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California Business Properties Association
California Business Roundtable
California Cattlemen's Association
California Chamber of Commerce
California Concrete Pumpers Alliance
California Construction Trucking Association
California Cotton Ginners Association
California Cotton Growers Association
California Dairies, Inc.
California Dairy Campaign
California Farm Bureau Association
California Farm Bureau Federation
California Fresh Fruit Association
California Independent Oil Marketers Association
California Independent Petroleum Association
California League of Food Processors
California Manufacturers and Technology Association
California Political Consulting Group
California Small Business Association
California Taxpayers Association
California Trucking Association
Californians for Affordable and Reliable Energy
Camarillo Chamber of Commerce
Chambers of Commerce Alliance of Ventura & Santa Barbara Counties
Coalition of American Latino Truckers
East Bay Rental Housing Association
Family Business Association
Fullerton Chamber of Commerce
Greater Bakersfield Chamber of Commerce

Greater Fresno Area Chamber of Commerce
Greater Riverside Chamber of Commerce
Heavy-Haul Conference
Inland Empire Economic Partnership
International Council of Shopping Centers
Irvine Chamber of Commerce
Kern County Board of Supervisors
Los Angeles County Business Federation
Milk Producers Council
NAIOP of California, the Commercial Real Estate Development Association
National Federation of Independent Business
National Hmong American Farmers
Nisei Farmers League
North Orange County Chamber
North Valley Property Owners Association
Orange County Business Council
Oxnard Chamber of Commerce
Rancho Cordova Chamber of Commerce
Redondo Beach Chamber of Commerce & Visitors Bureau
San Jose Silicon Valley Chamber of Commerce
Santa Barbara Rental Property Association
Santa Maria Valley Chamber of Commerce and Visitors Convention Bureau
Simi Valley Chamber of Commerce
South Bay Association of Chambers of Commerce
Southwest California Legislative Council
Torrance Chamber of Commerce
Valley Industry and Commerce Association
Ventura County Economic Development Association
Western Agricultural Processors Association

Western Growers Association
Western Plant Health Association
Western States Petroleum Association
Western Trucking Alliance
Western United Dairymen

SB 1383 (Lara)

Support (6/27/16)

Alliance of Nurses for Healthy Environment
American Academy of Pediatrics – California
American Cancer Society Cancer Action Network, California
American Lung Association
American Heart Association, California
Asthma Coalition of Los Angeles County
Bay Area Regional Health Inequities Initiative
Baz Allergy, Asthma and Sinus Center
Ben & Jerry's
Bloom Energy
Bonnie J. Addario Lung Cancer Foundation
Breathe California
Burton
California Black Health Network, Inc.
Californians Against Waste

California Conference of Directors of Environmental Health
California Environmental Justice Alliance
California Medical Association
California Nurses Association
California Pan-Ethic Health Network
California Public Health Association – North
California State PTA
California Thoracic Society
California Walks
Center for Climate Change and Health , Public Health Institute
Center for Food Safety
Center on Race, Poverty & the Environment
Central California Asthma Collaborative
Central California Environmental Justice Network
Clean Power Campaign
Clif Bar & Company
Climate 911
Common Sense Kids Action
Community Alliance for Agroecology
Dignity Health
Eileen Fisher
Environmental Defense Fund
Environmental Health Coalition

Fetzer Vineyards
Food & Water Watch
Health African American Families II
Health Care Without Harm
Health Officers Association of California
Institute for Agriculture and Trade Policy
Leadership Counsel for Justice and Accountability
Levi Strauss & Co.
Long Beach Alliance for Children with Asthma
Maternal and Child Health Access (Los Angeles)
Medical Advocates for Healthy Air
Network of Ethnic Physician Organizations
Nike, Inc.
Patagonia
Placer Land Trust
PSE Healthy Energy (Physicians, Scientists and Engineers)
Physicians for Social Responsibility, Sacramento
Physicians for Social Responsibility, San Francisco Bay Area Chapter
Prevention Institute
St. John's Well Child and Family Centers (Los Angeles)
Santa Clara County Board of Supervisors
Santa Clara County Public Health Department
Seventh Generation

Sierra Business Council
Sierra Club California
Sierra Foothill Conservancy
The North Face
Timberland
Truckee Donner Land Trust
Vans
VF Corporation
Voices for Progress
30 Individuals

Opposition (6/27/16)

Agricultural Council of California
Association of California Egg Farmers
Association of Home Appliance Manufacturers
California Poultry
California Business Properties Association
California Cattlemen's Association
California Chamber of Commerce
California Citrus Mutual
California Cattlemen's Association
California Cotton Ginners and Growers Association
California Council for Environmental and Economic Balance

California Dairies, Inc.
California Farm Bureau Federation
California Fresh Fruit Association
California Grain & Feed Association
California Manufacturers & Technology Association
California Poultry
California Retailers Association
CIPA
Milk Producers Council
NFIB
Nisei Farmers League
Pacific Coast Rendering Association
Western Agricultural Processors Association
Western Growers
Western Plant Health Association
WSPA
Waste Management
Western United Dairymen

H.R. 3620	Would permit transportation agencies to consider the hiring of local workers in	January 2014 – SUPPORT

Bass D	the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 Blumenauer D	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. *Board previously supported HR 3636 bill last session.*	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 Hahn D-CA	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. *Board previously supported HR 5101 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 990 **King R-NY**	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, tot eh level of $235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of $35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 **Lowenthal D-CA**	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. *Board previously supported HR 5624 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 **Massie R-KY**	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 10/7/2016

H.R. 1551 **Sanford R-SC**	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	May 2015 – OPPOSE House Ways and Means Committee
H.R. 2485 **Torres D-CA**	The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of $25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee
H.R. 2495 **Waters D-CA**	The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of $7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees

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H.R. 2410 DeFazio D-OR	The GROW America Act would, if enacted into federal law, authorize a six-year $478 billion surface transportation bill. H.R. 2410 represents President Obama's surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of $478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation's state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America's future population growth. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	June 2015 - SUPPORT
H.R. 4343	H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.	MARCH 2016 - SUPPORT
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR

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		Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	**Extend the national deadline to implement Positive Train Control by one year**	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2016	**An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.**	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately $305 billion for Highway, Transit and Railroad programs over 5 years ($61 billion per year).	Signed into law by President Obama, December 4, 2015