

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.73: Elections: inspection of voting systems.	<p>Existing law requires the elections official of any county or city using a voting system to inspect the machines or devices at least once every 2 years.</p> <p>This bill would prohibit the elections official from permitting a federal government agency or its employees to inspect a voting system machine or device, unless authorized by a federal court order. To the extent this bill would establish new procedures for the conduct of elections, it would create a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	Set for hearing January 13.	1/7/2026	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB73
S.B.222: Residential heat pump systems: water heaters and HVAC: installations.	<p>(Existing law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Existing law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air-conditioning and heat pumps, as specified. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan.</p> <p>The bill would require a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations of residential heat pump water heater or heat pump HVAC systems, as defined, that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would authorize a building inspector to contact the licensed contractor who performed the installation by telephone call or real-time video conferencing during their inspection, and, if the building inspector determines during an asynchronous inspection that there is an issue with an installation of the heat pump water heater or heat pump HVAC system and that the licensed contractor who performed the installation must be present to perform tests or cure the installation, to require the licensed contractor who performed the installation to schedule an additional inspection in which the building inspector and the licensed contractor who performed the installation are required to be simultaneously present during the additional inspection. The bill would specify that these provisions do not require a local entity described above to discontinue offering inspections for the installation of a residential heat pump water heater or heat pump HVAC system where in a building inspector and licensed contractor who performed the installation are simultaneously present.</p> <p>The bill would authorize a city, county, or city and county, on or before July 1, 2028, to issue up to one nondiscretionary permit per installation of a residential heat pump water heater or heat pump HVAC system in which the local entity administratively approves an application to install the residential heat pump water heater or heat pump HVAC system.</p> <p>The bill would specify that nothing in that provision is to be construed to prevent a local entity described above from issuing separate permits for a panel replacement or demolition work conducted as part of the residential heat pump installation.</p> <p>The bill would authorize a city, county, or city and county to apply only certain planning or zoning or workforce labor</p>	From committee: Do pass and re-refer to Committee on Local Government (Ayes 10. Noes 0.) (January 6). Re-referred to Committee on Local Government	1/7/2026	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB222

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.299: California Environmental Quality Act: exemption: day care center: zoning.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>Existing law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area.</p> <p>This bill would instead provide that the above exemption from CEQA applies if the day care center is not located on a parcel of land zoned exclusively for residential use. The bill would additionally exempt from CEQA a project that consists exclusively of a family daycare home, as defined. By imposing additional duties on a lead agency to determine the applicability of these exemptions, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Set for hearing January 13 in Committee on Environmental Quality pending receipt.	1/7/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB299
S.B.417: The Affordable Housing Bond Act of 2026.	<p>Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks.</p> <p>This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.</p> <p>This bill would provide for submission of the bond act to the voters at the June 2, 2026, statewide primary election, in accordance with specified law.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	From committee: Do pass and re-refer to Committee on Appropriations (Ayes 8. Noes 1.) (January 6). Re-referred to Committee on Appropriations	1/7/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB417
S.B.607: University of California: California Institutes for Science and Innovation.	<p>Existing law authorizes the Regents of the University of California to establish 4 California Institutes for Science and Innovation at separate campuses of the University of California for specified purposes. Existing law authorizes the concentration of each institute to include, among other concentrations, medicine, bioengineering, or space.</p> <p>This bill would explicitly authorize the concentration of an institute to include artificial intelligence.</p>	Set for hearing January 14.	1/7/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB607

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.667: Railroads: safety: wayside detectors.	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define "wayside detector system" to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require a railroad corporation to submit a wayside detector response plan to the Public Utilities Commission, as provided. The bill would require the commission to adopt rules necessary to implement these provisions including establishing a penalty of not less than \$25,000, as provided. The bill would provide that these provisions do not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	<p>From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation</p>	<p>1/5/2026</p>	<p>https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB667</p>

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.677: Housing development: transit-oriented development.	<p>development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided; prohibits a proposed development under these provisions from being located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls, as provided; and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term "transit-oriented development stop" for purposes of these provisions to mean a major transit stop, as defined by specified law, and to additionally include stops on a route for which a preferred alternative has been selected or are identified in a regional transportation improvement program, that is served by specified types of transit services, exclusive of certain new transit routes or extensions not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. Existing law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.</p> <p>This bill would revise the definition of "transit-oriented development stop" to instead mean a major transit stop, as defined, that is served by the above-described types of transit services, exclusive of any newly planned transit route or extension that was not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. The bill would also revise the definitions of "transit-oriented development stop" and "Tier 2 transit-oriented development stop" to include stops served by high-frequency ferry service, as defined. The bill would delete the definition of "rail transit" and, instead, define the term "rail transit station" for purposes of these provisions, as specified. The bill would additionally prohibit a transit-oriented housing development under these provisions from being located on an existing parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy</p>	From committee: Do pass as amended and re-refer to Committee on Local Government (Ayes 10. Noes 1.) (January 6).	1/7/2026	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB677

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link	
A.B.1054: Public employees' retirement: deferred retirement option program.	<p>Existing law, the County Employees Retirement Law of 1937, authorizes counties, cities, and district retirement systems. Existing law establishes the Deferred Retirement Option Program as an optional benefit program for specified safety members of those systems that, by ordinance or resolution by the county board of supervisors or the governing body, elect to adopt it. The program provides eligible members access, upon service retirement, to a lump sum or, in some cases, monthly payments in addition to a monthly retirement allowance, as specified.</p> <p>Existing law, the Public Employees' Retirement Law (PERL), creates the Public Employees' Retirement System (PERS) for the purpose of providing pension benefits to state employees and employees of contracting agencies and prescribes the rights and duties of members of the system and their beneficiaries. Existing law vests management and control of PERS in its board of administration. PERS provides a defined benefit to members of the program, based on final compensation, credited service, and age at retirement, subject to certain variations.</p> <p>This bill would establish the Deferred Retirement Option Program as a voluntary program within PERS for employees of State Bargaining Units 5 (Highway Patrol) and 8 (Firefighters). The bill would require certain actions to occur, including completion of an actuarial analysis to determine the proposed program will be cost neutral, before the program becomes effective and applicable. The bill would require members who elect to participate in the program to meet certain requirements, including waiving any claims with respect to age and other discrimination in employment laws relative to the program. The bill would establish a program account for each participant and would require the Board of Administration of the Public Employees' Retirement System to, among other things and at least once annually, provide a statement to the participant that displays the value or balance of the participant's program account. The bill would authorize the participant to designate a person or persons as beneficiaries of the participant's program account at any time during the program period from their election date to the deferred retirement calculation date. Beginning on July 1, 2027, and on that date every 5 consecutive fiscal years thereafter, the bill would require the Board of Administration of the Public Employees' Retirement System to submit a report of an actuarial analysis to specified entities. The bill would entitle participants who entered the program prior to the effective date of any modifications by the Legislature to elect whether to become subject to those modified provisions or to remain subject to the program as it existed on the participant's election date. The bill would require the member's spouse, as applicable, to execute a signed statement acknowledging the</p>	Re-referred to Retirement	Committee on Public Employment and	1/6/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1054
A.B.1421: Vehicles: Road Usage Charge Technical Advisory Committee.	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027.</p> <p>This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.</p>	Re-referred to	Committee on Transportation	1/6/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1421
A.B.1323: County employees' retirement: administration: retirement board member compensation for meetings.	<p>Existing law, the County Employees Retirement Law of 1937, authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees and their beneficiaries. Existing law sets forth the membership composition for boards of retirement and boards of investment, as specified. Existing law authorizes the board of supervisors for counties for which these provisions apply to provide that certain members of these boards shall receive compensation at a rate of not more than \$100 for a meeting or for a meeting of a committee authorized by the entire board.</p> <p>This bill would authorize the board of supervisors to adopt a provision that would authorize the board of retirement to increase the above-described compensation limit by an amount not to exceed 5% of the rate for each calendar year following the operative date of the last adjustment.</p>	Re-referred to Retirement	Committee on Public Employment and	1/6/2026	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1323

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION					
Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
S.B.220: Los Angeles County Metropolitan Transportation Authority.	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors consisting of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority.</p> <p>At the November 5, 2024, general election, the voters of the County of Los Angeles approved Measure G, which, among other things, amended the charter of the County of Los Angeles to, in 2032, increase the number of members on the board of supervisors from 5 to 9.</p> <p>The bill would require the authority, on or before July 1, 2027, to submit a plan to the Legislature for revising the composition of the authority to account for the amendments described above. To the extent the bill imposes new duties on the authority, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation	1/5/2026	Oppose	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB220
A.B.939: Housing development: density bonuses: affordability of for-sale units.	<p>Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. Existing law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided.</p> <p>This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation, as specified, for properties to be sold to low-income families who participate in a below-market interest rate loan program. By adding to the duties of local agencies to implement the Density Bonus Law, this bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Re-referred to Committee on Housing and Community Development pursuant to Assembly Rule 96.	1/5/2026	Support	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB939

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1070: Residential developments: building standards: review.	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Existing law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years.</p> <p>Existing law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council.</p> <p>Existing law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department.</p> <p>This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would</p> <p>require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code.</p> <p>The bill would additionally require the department to perform a review of construction cost pressures for single-family and multifamily residential construction as a result of new or existing building standards and provide its findings to the Legislature in its above-described annual report on or before December 31, 2027. The bill would require the department to perform the same review every 3 years to revise or update standards, as specified.</p>	Re-referred to Committee on Housing and Community Development pursuant to Assembly Rule 96.	1/5/2026	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1070

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
	<p>(b) and (c) are amended to read: (b) any person, or federal, state, or local agency, district, or authority that owns or manages a reservoir, as defined, where recreational, boating, or fishing activities are permitted, except as specified, to develop and implement a program designed to prevent the introduction of nonnative dreissenid mussel species, as provided. Under existing law, except as otherwise provided, any violation of the Fish and Game Code, or of any rule, regulation, or order made or adopted under the code, is a crime.</p> <p>This bill would expand the scope of the above-described provisions relating to dreissenid mussels to instead apply to invasive mussels, defined to mean any nonnative detrimental mussel species, as provided. By expanding the scope of a crime, the bill would impose a state-mandated local program.</p> <p>Existing law requires a public or private agency that operates a water supply system to cooperate with the Department of Fish and Wildlife to implement measures to avoid infestation by dreissenid mussels and to control or eradicate any infestation that may occur in a water supply system, and, if dreissenid mussels are detected, to prepare and implement a plan, as specified, to control or eradicate dreissenid mussels within the system. Existing law requires any person or entity that manages any aspect of the water in a reservoir, as defined, where recreational, boating, or fishing activities are permitted, to be eligible to receive a grant for the reasonable regulatory costs incident to the implementation of a dreissenid mussel infestation prevention plan.</p> <p>This bill would instead apply the above-described provisions to invasive mussels, as defined. The bill would require the department to, on or before December 31, 2026, review all approved plans and require all plans that do not specifically address all invasive mussel species known to be present in bodies of water in the state as of January 1, 2026, to be updated or revised, as provided. The bill would require every invasive mussel species to be addressed in a plan within a specified timeframe. By expanding the scope of a crime, the bill would impose a state-mandated local program. The bill would require the department to either approve the plan or provide written comments and suggestions on plan review deficiencies, as provided.</p>			
S.B.149: Public resources trailer bill.	Existing law requires the owner of a vessel, as described, to register the vessel in accordance with prescribed requirements governing the registration and transfer of vessels. Existing law requires vessel registration to be renewed	Re-referred to Committee on Budget pursuant to Assembly Rule 97.	9/12/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB149

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.549: Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.	<p>(b) and (g) shall be amended to include the County of Los Angeles, and the County of San Diego, as enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, as provided. Existing law provides for the preparation of a proposed infrastructure financing plan, as provided, which takes effect upon adoption by the public financing authority of the district following a specified public hearing and protest procedure. Existing law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.</p> <p>This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.</p> <p>(2) Existing law authorizes certain local agencies to establish or form various planning and land use authorities for specified purposes, including, among others, infrastructure, affordable housing, and economic revitalization.</p> <p>This bill would authorize the County of Los Angeles to establish a Resilient Rebuilding Authority for the Los Angeles</p>	Re-referred to Committee on Local Government pursuant to Assembly Rule 97.	9/10/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB549
A.B.1048: Workers' compensation.	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law requires an employer to provide medical, surgical, chiropractic, acupuncture, and hospital treatment that is reasonably required to cure or relieve the injured worker from the effects of the injury. Upon payment, adjustment, or denial of a complete or incomplete itemization of medical services, existing law requires an employer to provide an explanation of review that includes, among other information, the amount paid and the basis for any adjustment, change, or denial of the item or procedure billed.</p> <p>This bill would, when the basis for any adjustment, change, or denial of an item or procedure is a contract, require the explanation of review to include information on that underlying contract, including whom the medical provider may contact to seek a copy of the relevant, applicable contract. The bill would state that disclosure of a medical provider network does not satisfy this requirement and would state that if the contract is not received within 30 business days of the provider's request, the bill shall be reprocessed and paid, as specified.</p>	Re-referred to Committee on Rules	9/8/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1048

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1331: Workplace surveillance.	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles.</p> <p>This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.</p>	Ordered to inactive file at the request of Senator Lim	9/13/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1331
S.B.769: The Golden State Infrastructure Corporation Act.	<p>Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Existing law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank.</p> <p>This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer.</p> <p>This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst's Office a report for the preceding fiscal year containing information on the infrastructure corporation fund and the corporation's activities, including specified information.</p> <p>This bill would authorize the corporation to extend financing to either an infrastructure company, a governmental entity, or a combination of those entities, as provided, if the board determines that the financing meets specified criteria. The bill would authorize the corporation, upon board approval, to issue revenue bonds, in a principal amount that the board determines to be necessary, convenient, or desirable to provide moneys for the corporation's purposes, which may include, among others, to provide financing to one or more governmental entities or infrastructure companies for infrastructure projects, as provided. The bill would prescribe requirements for issuing the bonds.</p> <p>The bill would require the board to approve operational policies prior to providing financing for any infrastructure project. The bill would, for purposes of the California Public Records Act, treat the corporation as a state agency, as defined. The bill would, however,</p>	Ordered to inactive file on request of Assembly Member Aguiar-Curry.	9/4/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB769

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.33: Autonomous vehicles.	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction.</p> <p>This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision.</p> <p>The bill would require the department to submit a report to the Legislature evaluating the performance of autonomous vehicle technology and its impact on public safety and employment, as specified. This bill would require all relevant state agencies, including, among others, the Department of Transportation and the State Air Resources Board, to provide information to the department to research this report. The bill would prohibit the department from issuing a deployment permit for the use of an autonomous vehicle to deliver commercial goods without a human safety operator until a later enacted statute authorizes the issuance of a permit for that purpose.</p> <p>The bill would also make certain findings and declarations related to these provisions.</p>	Ordered to inactive file at the request of Senator Gonzalez.	9/9/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB33
A.B.954: Interregional transportation strategic plan: bicycle highways.	<p>Existing law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. Existing law requires projects included in the ITIP to be consistent with the interregional transportation strategic plan (ITSP). Existing law requires the department to submit the ITSP to the commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan.</p> <p>This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.</p>	Ordered to inactive file at the request of Senator Menjivar.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB954

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.13: Public Utilities Commission: membership: reports.	<p>The California Constitution establishes the Public Utilities Commission consisting of 5 members appointed by the Governor and approved by the Senate.</p> <p>This bill would require that one member be an at-large member with expertise in nongovernmental public advocacy or public interest law and with a nongovernmental background, as specified. The bill would require the Governor, in selecting, and the Senate, in confirming, members of the commission to consider regional diversity in the membership of the commission. The bill would require the Governor, in appointing a candidate for membership in the commission, to consider using a candidate pool that comprises persons with permanent residences in certain regions of the state, as specified.</p> <p>Existing law requires the president of the commission to appear annually before the appropriate policy committees of the Senate and the Assembly to present certain information. Existing law authorizes the commission to fix the rates and charges for public utilities, and requires that those rates and charges be just and reasonable.</p> <p>This bill would require the president of the commission, at the annual appearance before those committees, to also present information related to rates affordability and ratesetting cases decided by, or pending before, the commission. Existing law requires the commission to report annually to the Legislature on the timeliness in resolving cases, including the number of orders issued extending the statutory deadline.</p> <p>This bill would specify that the above information includes the number of cases in which the commission failed to issue a decision within the statutory deadline. The bill would require the commission, within 15 days of adopting a final decision on a ratesetting case, to submit to the Legislature a report containing certain information regarding the ratesetting case.</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260A813
A.B.334: Operators of toll facilities: interoperability programs: vehicle information.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility.</p> <p>This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.</p>	Ordered to inactive file at the request of Senator Grayson.	9/13/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260A8334

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.256: Electricity: electrical infrastructure: wildfire mitigation.	<p>Existing law requires electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires electrical corporations, electrical cooperatives, and local publicly owned electric utilities to construct, maintain, and operate their electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire, as specified. Existing law requires electrical corporations to annually prepare and submit wildfire mitigation plans to the Office of Energy Infrastructure Safety for review and approval. Existing law also requires local publicly owned electric utilities and electrical cooperatives to annually prepare wildfire mitigation plans and submit the plans to the California Wildfire Safety Advisory Board, as specified. Existing law requires that each wildfire mitigation plan include, among other things, a description of the preventive strategies and programs to minimize the risk of its electrical lines and equipment causing catastrophic wildfires, and a description of the appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines, as provided.</p> <p>This bill would require the commission, on or before January 1, 2027, to update a general order to require each electrical corporation to remove all permanently abandoned facilities, as specified. The bill would require an electrical corporation, for areas affected by wildfire that require electrical distribution infrastructure to be rebuilt, to consider the undergrounding of electrical distribution infrastructure if it is determined to be cost effective compared to other wildfire mitigation strategies.</p> <p>This bill would require an electrical corporation, for the description in the wildfire mitigation plan of the preventative strategies and programs to minimize the risk of its electrical lines and equipment causing catastrophic wildfires, to include consideration of risks related to the wildland-urban interface. The bill would require an electrical corporation, for the description in the wildfire mitigation plan of the electrical corporation's appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines, to include consideration of enabling residents within a household who are not the customer of record to subscribe to receive notifications related to deenergization events and of communications with public safety partners, as provided. The bill would require that an electrical corporation's wildfire mitigation plan also include a description of the processes and procedures that the electrical corporation use to coordinate communications with local governments within the service area of the electric corporation, and include an accounting of all transmission facilities, including permanently</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB256

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.445: High-speed rail: third-party agreements, permits, and approvals: regulations.	<p>The bill would require the authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party.</p> <p>Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings.</p> <p>This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.</p> <p>This bill would require the authority, on or before July 1, 2026, to develop and adopt regulations setting forth requirements governing local agency permits and approvals that are necessary to deliver the high-speed rail project. The bill would require the authority to ensure that the regulations, among other things, identify the circumstances under which the authority would be required to seek to enter into a cooperative agreement with a local agency that, where relevant, identifies who is responsible for specific actions, as specified.</p> <p>This bill would require the authority to consult with specified entities in developing the internal rules and regulations</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB445
S.B.545: High-speed rail: economic opportunities.	<p>Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB545

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.833: Critical infrastructure: artificial intelligence systems: human oversight.	Existing law, the California Emergency Services Act, establishes the California Cybersecurity Integration Center within the Office of Emergency Services to serve as the central organizing hub of state government's cybersecurity activities and to coordinate information sharing with various entities. Existing law also requires the Technology Recovery Plan element of the State Administrative Manual to ensure the inclusion of cybersecurity strategy incident response standards for each state agency to secure its critical infrastructure controls and information, as prescribed. This bill would require, on or before July 1, 2026, an operator, defined as a state agency responsible for operating, managing, overseeing, or controlling access to critical infrastructure, that deploys a covered artificial intelligence (AI) system, as defined, to establish a human oversight mechanism that ensures a human monitors the system's operations in real time and reviews and approves any plan or action proposed by the covered AI system before execution, except as provided. The bill would require the Department of Technology to develop specialized training in AI safety protocols and risk management techniques to oversight personnel. The bill would require oversight personnel for an operator to conduct an annual assessment of its covered AI systems, as specified, and to submit a summary of the findings to the department. The bill would make findings and declarations related to its provisions.	August 29 hearing postponed by committee.	8/29/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260SB833
S.B.743: Education finance: Education Equalization Act: Equalization Reserve Account.	Existing law established a per-pupil funding system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula (LCFF), as specified. Under existing law, school districts that receive local revenues that exceed the LCFF amount do not receive a specified apportionment of LCFF funds, as provided, and are known as "basic aid school districts" or "excess tax entities." The Classroom Instructional Improvement and Accountability Act, an initiative approved by the voters as Proposition 98 at the November 8, 1988, statewide general election, amended the California Constitution to, among other things, set forth a formula for computing the minimum amount of revenues that the state is required to appropriate for the support of school districts and community college districts in any given fiscal year. The California Constitution creates the Public School System Stabilization Account in the General Fund and requires the Controller to transfer, pursuant to a schedule provided by the Director of Finance, a specified amount from the General Fund to the account in each fiscal year, except as provided. The California Constitution generally prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of government for the prior fiscal year, adjusted for the change in the cost of living and the change in population. The California Constitution defines "appropriations subject to limitation" for these purposes. This bill would establish the Equalization Reserve Account in the General Fund. The bill would require interest earned on funds in the account to be available, upon appropriation by the Legislature, to increase per-pupil funding in non-basic aid school districts, defined as school districts that received the above-described apportionment of LCFF funds in any of the then preceding 3 fiscal years, in a manner prescribed by the Legislature. The bill would require the Controller, in any fiscal year in which there is an increase over the preceding fiscal year in the minimum amount of revenues the state is required to appropriate for the support of school districts and community college districts, to transfer from the General Fund to the Equalization Reserve Account an amount equal to the total amount transferred from the General Fund to the Public School System Stabilization Account in that fiscal year, as provided. These provisions would become operative only if a constitutional amendment, approved by the voters, (1) excludes funds transferred to or allocated from the account from computations of the minimum amount of revenues that the state is	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260SB743

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.772: Infill Infrastructure Grant Program of 2019: applications: eligibility.	<p>Existing law requires the department to administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses.</p> <p>This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses.</p> <p>Existing law requires the department, in its review of applications, to rank affected qualifying infill areas and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services.</p> <p>This bill would revise these provisions to require the department to rank applications, as described above, based on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services.</p> <p>Existing law requires a qualifying infill project, qualifying infill area, or catalytic qualifying infill area for which a capital improvement project grant can be awarded under the program to meet specified conditions, including, among others, being located in an area designated for mixed-use or residential development, as specified.</p> <p>This bill would additionally allow the project to be located in an area that allows for mixed-use or residential development pursuant to a housing development that is in compliance with certain provisions deeming a housing development an allowable use or subject to streamlined, ministerial approval.</p>	August 29 hearing postponed by committee.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB772
A.B.340: Employer-employee relations: confidential communications.	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law.</p> <p>This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB340

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.692: Vehicles: homelessness.	<p>Existing law makes it unlawful for a peace officer or an unauthorized person to remove an unattended vehicle from a highway, except as provided. Under existing law, the removal of a vehicle is a seizure, subject to the limits set forth in jurisprudence for the Fourth Amendment of the United States Constitution. Existing law authorizes a city, county, or city and county to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled, or inoperative vehicles or parts of vehicles from private or public property. Existing law requires that any ordinance for the removal of abandoned vehicles contain certain provisions, including a provision exempting vehicles under certain circumstances, and a provision providing no less than a 10-day notice of intention to abate and remove the vehicle or part thereof as a public nuisance, unless the property owner and the owner of the vehicle sign releases. Existing law also exempts from the 10-day notice prior to removal provision, a vehicle meeting specified requirements, including being valued at less than \$200 and being determined to be a public nuisance, if the property owner has signed a release.</p> <p>This bill would specifically authorize a local government to perform emergency summary abatement of vehicles creating imminent health and safety hazards. The bill would modify the exemption from prior 10-day notice of intention to abate and remove a vehicle to no longer require that both the vehicle be determined to be a public nuisance and that the property owner sign a release.</p>	Read second time and amended. Re-referred to Committee on Appropriations	7/16/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB692
S.B.332: Investor-Owned Utilities Accountability Act.	<p>(1)Existing law vests the state energy resources conservation and development commission (energy commission) with various responsibilities for developing and implementing the state's energy policies.</p> <p>This bill would require the Energy Commission to select a research institute, as defined, to conduct a comparative analysis of the benefits and challenges of transitioning the electrical corporations to a public entity, nonprofit public benefit corporation, or mutual benefit corporation in order to identify a recommended model, as provided. The bill would require the research institute to complete the analysis on or before January 1, 2029, and, upon completion, to submit the analysis to the Legislature and the Energy Commission. The bill would require the Energy Commission to make a draft of the analysis available to the public for comment before submitting the final draft to the Legislature, and would limit the cost of conducting the analysis to \$5,000,000.</p> <p>This bill would require the research institute to conduct the first phase of the comparative analysis and to submit an interim report, on or before December 31, 2026, to the Energy Commission on threshold legal issues, as provided. The bill would require the Energy Commission to convene a group of state attorneys from the legal departments of state agencies that regulate electrical corporations to advise the research institute on the first phase of the comparative analysis, as specified.</p> <p>This bill would, upon completion of the analysis by the research institute, require the Energy Commission to present the analysis at a publicly noticed business meeting on or before September 30, 2029.</p> <p>(2)Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, while local publicly owned utilities are under the direction of their governing boards. Existing law prohibits an electrical corporation, gas corporation, or water corporation from terminating a customer's residential service for nonpayment of a delinquent account in certain circumstances, including, among other circumstances, unless the corporation first gives notice to the customer of the delinquency and impending termination, during the pendency of an investigation by the corporation of the customer's dispute or complaint, or when the customer has been granted an extension of the period for payment of a bill.</p> <p>This bill would require each electrical corporation and gas corporation, on or before March 1, 2026, and each local publically owned electric utility, on or before March 1, 2027, and annually thereafter, to post specified information concerning terminations of</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB332

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1276: Housing developments: ordinances, policies, and standards.	<p>renders infeasible, a housing development project, as defined for purposes of the act, for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. That act states that it shall not be construed to prohibit a local agency from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need, except as provided. The act further provides that for its purposes, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.</p> <p>The act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application, as specified, was submitted, except as otherwise provided. The act defines "ordinances, policies, and standards" to include general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, as defined, including those relating to development impact fees, capacity or connection fees or charges, permit or processing fees, and other exactions.</p> <p>This bill would include in the definition of "ordinances, policies, and standards" materials requirements, postentitlement permit standards, and any rules, regulations, determinations, and other requirements adopted or implemented by other public agencies, as defined.</p> <p>The Permit Streamlining Act, among other things, requires public agencies to approve or disapprove of a development project within certain timeframes, as specified. The act requires public agencies to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. The act requires a public agency, upon its determination that an application for a development project is incomplete, to include a list and a thorough description of the specific information needed to complete the application.</p> <p>This bill would provide that for the purposes of the Permit Streamlining Act, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision adopted or</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1276
A.B.902: Transportation projects: barriers to wildlife movement.	<p>Existing law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Existing law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Existing law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits.</p> <p>This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency. The bill would authorize a lead agency to use compensatory mitigation credits to satisfy this requirement, as specified.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB902

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.381: State contracts: certification process: forced labor and human trafficking.	<p>Existing law requires a contractor or subcontractor to certify that the contractor or subcontractor, its employees, subcontractors, or agents, or the procurement of equipment, materials, or supplies, other than garments, or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, to require that a contractor certify that nothing furnished to the state pursuant to the contract has been laundered or produced by certain types of labor, including forced labor, as defined. Existing law makes any person who falsely certifies pursuant to these provisions guilty of a misdemeanor.</p> <p>This bill would, for a contract entered into or renewed on or after January 1, 2026, revise the above contracting requirements to also require a contractor to certify that the contract complies with specified requirements relating to human trafficking, including certain prohibitions on contractors, contractor employees, subcontractors, subcontractor employees, and their agents. The bill would revise the definition of forced labor to mean knowingly providing or obtaining labor or services of a person by, among other things, threats of serious harm to, or physical restraint against, that person or another person.</p> <p>This bill would require contractors and subcontractors to notify employees of specified prohibited activities and the actions that may be taken against them for violations. The bill would provide that a contractor is ineligible for, and shall not bid on, or submit a proposal for, a contract under these provisions if the contractor has failed to certify its compliance. The bill would also require a contractor to exercise due diligence in ensuring that its subcontractors comply with those requirements, including requiring each subcontractor to sign a certification. By expanding the scope of a crime, the bill would impose a state-mandated local program.</p> <p>This bill would require, before a contract or subcontract is awarded, a proposed contractor or proposed subcontractor to provide a certification to the contracting officer or contractor, as applicable, that states the contractor or subcontractor has implemented a compliance plan, as specified, and has conducted due diligence that either (1) to the best of the contractor's or subcontractor's knowledge and belief, certain parties have not engaged in any specified prohibited activities or (2) if the contractor or subcontractor is aware of abuses relating to the specified prohibited activities, then certain parties have taken the appropriate remedial and referral actions.</p> <p>This bill would require a contractor or subcontractor to take specified actions to ensure compliance with the above-described provisions, including requiring the contractor or subcontractor to disclose to the contracting officer and the state agency with oversight information sufficient to identify the nature and extent of a violation of a prohibited activity. The bill would specify certain actions a contractor would be required to take if a contractor, contractor</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB381
S.B.70: Public contracts: Small Business Procurement and Contract Act.	<p>The Small Business Procurement and Contract Act permits a state agency or the California State University to award a contract for goods, services, or information technology with an estimated value between \$5,000 and \$250,000 to a certified small business, including a microbusiness and a disabled veteran business enterprise, without complying with specified competitive bidding requirements.</p> <p>This bill would increase the maximum estimated value of a contract for goods, services, or information technology awarded pursuant to the act from \$250,000 to \$350,000. Commencing January 1, 2028, and biennially thereafter, the bill would require the Director of General Services to conduct a review of that maximum value, and would authorize the director to adjust that value to reflect changes in the California Consumer Price Index.</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB70

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.1381: California School Finance Authority: Educational Workforce Housing Revolving Loan Fund.	<p>authority to, among other things, issue revenue bonds to finance or refinance educational facility projects for school districts, charter schools, county offices of education, and community college districts. Existing law requires the authority to administer various funds, including, for college applicants, the California Student Housing Revolving Loan Fund.</p> <p>This bill would establish the Educational Workforce Housing Revolving Loan Fund in the State Treasury to be administered by the authority. The bill, upon appropriation, would require moneys in the fund be loaned to local education agencies (LEAs) for the purposes of conducting educational workforce housing predevelopment activities, as defined. The bill would require these loans be issued with no interest and based upon LEA average daily attendance, as specified. The bill would require the authority to designate a statewide educational nonprofit organization, as specified, to, among other requirements, assist the authority in developing the criteria local educational agencies must meet to qualify for a loan. The bill would require that an LEA seeking a loan under these provisions submit an application to the authority and would provide that the LEA qualifies for a loan if the fund maintains positive fund balance with adequate resources to establish a loan and if the LEA submits a signed commitment, as specified. The bill would require the Controller to deduct from apportionments made to the LEA, as appropriate, an amount equal to the annual repayment of the amount loaned to the LEA and pay the same amount into the fund, as provided. The bill would authorize the authority to adopt any necessary rules and regulations for the implementation of these provisions as emergency regulations, as specified. For annual administrative costs, the bill would require the nonprofit organization to receive, upon appropriation, an amount no more 2% of the total amount of loans issued. The bill would also make legislative findings and declarations related to the above-described provisions.</p> <p>This bill would also establish the Educational Workforce Housing Security Fund in the State Treasury and, upon appropriation, would make moneys in the fund available for deposit into the Educational Workforce Housing Revolving Loan Fund in case of default on any loan made from the Educational Workforce Housing Revolving Loan Fund. The bill would require the authority to monitor the adequacy of the amount of moneys in the Educational Workforce Housing Revolving Loan Fund and to report annually to the Department of Finance and the Controller on the need, if any, to transfer funds from the Educational Workforce Housing Security Fund to the Educational Workforce Housing Revolving</p>	In committee: Held under submission.	8/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1381
S.B.238: Workplace surveillance tools.	<p>Existing law establishes the Department of Industrial Relations in the Labor and Workforce Development Agency to administer and enforce various laws relating to employment and working conditions.</p> <p>This bill would require an employer to annually provide a notice to the department of all the workplace surveillance tools the employer is using in the workplace. The bill would require the notice to include, among other information, the personal information that will be collected from workers and consumers and whether they will have the option of opting out of the collection of personal information. The bill would require the department to make the notice publicly available on the department's internet website within 30 days of receiving the notice. The bill would define "employer" to include, among other entities, public employers, as specified.</p>	July 16 hearing postponed by committee.	7/16/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB238

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.16: Ending Street Homelessness Act.	<p>(1)Existing law, the Planning and Zoning Act, requires each county, and county, to develop a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Existing law requires the housing element to consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as provided. Existing law requires each city, county, and city and county to revise its housing element according to a specified schedule, as provided.</p> <p>Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. At least 2 years before a scheduled revision of the housing element, as specified, existing law requires each council of governments, or delegate subregion as applicable, to develop, in consultation with the department, a proposed methodology for distributing the existing and projected regional housing need to jurisdictions, as specified. Existing law requires that the final allocation plan ensure that the total regional housing need, by income category, determined as specified, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households. For the 7th and subsequent revisions of the housing element, existing law also requires that the allocation to each region include an allocation of units for acutely low and extremely low income households.</p> <p>This bill, until January 1, 2032, would require the council of governments, or delegate subregion, as applicable, in developing the proposed allocation methodology that allocates each jurisdiction's share of the regional housing need for acutely low income housing, to count any newly constructed interim housing, as specified, as meeting the needs of acutely low income households. By imposing additional duties on local governments, this bill would impose a state-mandated local program.</p> <p>(2)Existing law establishes the Homeless Housing, Assistance, and Prevention: (HHAP) program, administered by the Interagency Council on Homelessness, with respect to rounds 1 through 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop</p>	July 16 hearing postponed by committee.	7/10/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260SB16
S.B.74: Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.	<p>Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community.</p> <p>This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030.</p>	August 29 hearing: Held in committee and under submission.	8/29/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260SB74

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.11: The Social Housing Act.	<p>Existing law authorizes these housing authorities, within their jurisdictions, to construct, reconstruct, improve, alter, or repair all or part of any housing project. Existing law establishes various programs that provide housing assistance.</p> <p>This bill would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority.</p> <p>This bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and which would be composed of appointed members and members who would be elected by residents of social housing developments, as specified. The bill would set forth the powers and duties of the authority and the board, including the requirement that the authority and the board annually prepare and submit a business plan and related information to the Governor and Legislature, as specified. The bill would also require the board to provide for regular audits of the authority's accounts and records, as specified. The bill would require the authority to seek to achieve revenue neutrality, as defined, and would require the authority to seek to recuperate the cost of development and operations over the life of its properties through mechanisms that maximize the number of Californians who can be housed without experiencing rent burden.</p> <p>This bill would require the authority to prioritize the development of specified property, including vacant parcels and parcels near transit, and would establish a process for the annual determination of required social housing units. Under the bill, social housing would accommodate a mix of household income ranges and would provide specified protections for residents, who would have the right to participate in the operation and management of the units in which they reside.</p> <p>This bill would require the California Housing Authority to employ 2 leasing models in creating social housing, referred to as the rental model and the ownership model, and would specify the characteristics of both models. Under the rental model, the authority would extend a one-year lease to individuals who commit to a minimum of one year of residence and would require the authority to set</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	6/26/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB11

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1244: California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>Under existing law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Existing law, establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria.</p> <p>This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	7/2/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1244
S.B.10: Otay Mesa East Toll Facility Act: toll revenues.	<p>The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Existing law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Existing law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico.</p> <p>This bill would, consistent with applicable federal and state laws, authorize those toll revenues to additionally be used to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and the development of additional sanitation infrastructure projects related to the Tijuana River pursuant to an agreement with the federal government. The bill would require the repayment of bond obligations to take priority over other allocations of toll revenues.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the South Bay International Boundary and Water Commission sewage treatment facility located within the County of San Diego.</p>	July 14 hearing postponed by committee.	6/27/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB10

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.1237: Ticket sellers: event tickets: transit tickets.	<p>Existing law generally regulates persons who sell admission tickets to sporting, musical, theatre, or any other entertainment events, requiring them, among other things, to maintain records of ticket sales, deposits, and refunds. Existing law requires a ticket sellers that includes tickets to an event in conjunction with the sale of a tour or event package to disclose in any advertisement or promotional materials the price charged or allotted for the ticket. Existing law makes a violation of those provisions regulating ticket sellers a crime.</p> <p>This bill would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime.</p>	Re-referred to Coms. on B. P. & E.D. and Committee on Transportation	6/2/2025 Support	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260AB1237
A.B.914: Air pollution: indirect sources.	<p>Existing law generally designates the state air resources board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources.</p> <p>Existing law requires the state board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air districts, and the United States Environmental Protection Agency.</p> <p>This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website.</p> <p>Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Existing law also requires the state board to designate any substance that is listed as a hazardous air pollutant under federal law as a toxic air contaminant and to establish airborne toxic control measures applicable to the substance in accordance with specified procedures.</p> <p>Existing law requires each district to implement and enforce an airborne toxic control measure adopted by the state board or to propose regulations enacting airborne toxic control measures on nonvehicular sources within its jurisdiction that meets certain requirements, as specified.</p> <p>This bill would require the state board, for a given toxic air contaminant or airborne toxic control measure, to adopt and enforce rules</p>	Ordered to inactive file at the request of Assembly Member Garcia.	6/2/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260AB914

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.569: California Public Employees' Pension Reform Act of 2013: exceptions: supplemental defined benefit plans.	<p>Existing law, the California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with PEPRA, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>PEPRA prohibits a public employer from offering a supplemental defined benefit plan if the public employer did not do so before January 1, 2013, or, if it did, from offering that plan to an additional employee group after that date. This bill would authorize a public employer, as defined, to bargain over contributions for supplemental retirement benefits administered by, or on behalf of, an exclusive bargaining representative of one or more of the public employer's bargaining units, subject to the limitations specified above.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB569
S.B.268: Income taxes: gross income exclusions: state of emergency: natural disaster settlements.	<p>The Personal Income Tax Law and the Corporation Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income.</p> <p>This bill, for taxable years beginning on or after January 1, 2025, and before January 1, 2030, would provide an exclusion from gross income for amounts received from a settlement entity, as defined, by a qualified taxpayer, as defined, to replace property that is located in a city or county in this state and that was damaged or destroyed by a disaster or accidental or human-caused event for which a state of emergency or local emergency, as defined, was proclaimed.</p> <p>Existing law requires a bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives the tax expenditure will achieve, detailed performance indicators, and data collection requirements.</p> <p>This bill would include additional information required for any bill authorizing a new tax expenditure. This bill would take effect immediately as a tax levy.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260SB268
S.B.752: Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board.</p> <p>This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill would take effect immediately as a tax levy.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260SB752

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.755: California Contractor Climate Transparency Act.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Existing law, the Climate Corporate Data Accountability Act, requires, on or before July 1, 2025, the state board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Existing law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk.</p> <p>This bill would enact the California Contractor Climate Transparency Act, which would require the state board, beginning one year after the effective date of regulations adopted pursuant to the Climate Corporate Data Accountability Act, as specified, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB755
S.B.13: Oil and gas.	<p>Existing law, the Petroleum Industry Information Reporting Act of 1980, requires refiners, as described, to report monthly to the State Energy Resources Conservation and Development Commission (Energy Commission), for each of their refineries, specified information, including the origin of petroleum receipts and the source of imports of finished petroleum products.</p> <p>This bill would express the intent of the Legislature that the Energy Commission monitor foreign countries that export oil to California and identify on its internet website which of those countries have demonstrated human rights abuses, as documented by the United States Department of State, and which of those countries have lower environmental standards for the production of oil than California.</p> <p>Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law requires the State Air Resources Board to post on its internet website information on air quality conditions and trends statewide and to develop and conduct a program of monitoring airborne fine particles smaller than 2.5 microns in diameter (PM 2.5).</p> <p>This bill would require the state board to annually produce an assessment of the greenhouse gas emissions associated with the transportation of oil in California, as specified, and to include that assessment on the state board's internet website. The bill would also require the Energy Commission to annually provide data collected pursuant to the Petroleum Industry Information Reporting Act of 1980 to the state board for the purposes of the assessment. The bill would require the data to comply with specified existing confidentiality requirements. The bill would prohibit the commission from using any funds from electric ratepayers to implement these requirements, as provided. The bill would also require the state board to post on its internet website a report on the air quality impact of potentially importing 5% to 10% of the state's gasoline supply using tanker ships.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB13

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.232: California Environmental Quality Act: guidelines: study.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified.</p> <p>This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for future project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define "locked-in guidelines" as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB232
S.B.285: Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Existing law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond.</p> <p>Existing law, the California Climate Crisis Act, declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels.</p> <p>This bill would, for the purpose of meeting, or tracking progress against, any state requirement to achieve net zero emissions of greenhouse gases, authorize only qualified carbon dioxide removal, as defined, to be used to counterbalance the state's or an entity's greenhouse gas emissions and would require qualified carbon dioxide removal used for those purposes to meet certain requirements, as specified.</p> <p>Existing law requires the state board to establish a Carbon Capture, Removal, Utilization, and Storage Program to, among other things, evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and carbon dioxide removal technologies and facilitate the capture and sequestration of carbon dioxide from those technologies, where appropriate. In furtherance of the objectives of that program, existing law authorizes the state board, by January 1, 2024, to adopt protocols to support additional methods of utilization or storage of captured carbon dioxide.</p> <p>This bill would indefinitely authorize the state board to adopt those protocols, and protocols to support methods of utilization or storage of removed carbon dioxide.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB285

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.559: Electricity: deenergization events: communications.	<p>Existing law requires each electrical corporation to immediately prepare and submit a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event.</p> <p>This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided.</p> <p>This bill would require the commission to oversee each electrical corporation's compliance with these provisions to ensure that electrical corporations are meeting the transparency, communication, and restoration requirements. If an electrical corporation fails to comply with any of these provisions, including by failing to publish required weather data, notify public safety agencies, or meet communication standards, the bill would authorize the commission to impose</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB559
S.B.688: Office of Regulatory Counsel.	<p>Existing law establishes the Government Operations Agency, which consists of several departments including the Office of Administrative Law (OAL). Existing law, the Administrative Procedure Act, governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the OAL. Existing law requires the OAL to provide for the publication of the California Regulatory Notice Register and to include specified information in the register, including notices of proposed action prepared by regulatory agencies, a summary of regulations filed with the Secretary of State, and a summary of regulation decisions issued, as specified.</p> <p>This bill, until January 1, 2035, would establish the Office of Regulatory Counsel in state government within the Governor's office, under the direction and control of a director. The bill would require the director to be appointed by the Governor, subject to confirmation of the Senate and for the director's term to be coterminous with that of the appointing power, except as provided.</p> <p>This bill would require the office to draft and assist in the preparation, consideration, amendment, and repeal of regulations for a state agency, before the state agency submits a proposed action regarding that regulation to the OAL for publication in the California Regulatory Notice Register. The bill would make related legislative findings and declarations.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB688

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.713: Employee stock ownership plans: certification: bid preferences.	<p>(1)Existing law creates within the Governor’s Office of Business and Economic Development the Office of Small Business Advocate in order to advocate the causes of small business and to provide small businesses with the information they need to survive in the marketplace to be led by the Small Business Advocate. The California Employee Ownership Act requires, upon appropriation by the Legislature, the Office of Small Business Advocate to establish the California Employee Ownership Hub (hub) and to appoint an Employee Ownership Hub Manager (manager) to administer the hub. The act authorizes the manager to be responsible for certain duties, including working with all California state agencies whose regulations and programs affect employee-owned companies, and businesses with the potential to become employee-owned, to enhance opportunities and reduce barriers.</p> <p>This bill would require the Director of General Services (director) to issue an employee stock ownership plan (ESOP) contractor certificate to a qualified contractor, as defined, that presents a valid and favorable ESOP determination letter from the Internal Revenue Service. The bill would require the director to determine the percentage of ESOP ownership for an applicant and indicate the percentage on the certificate, as specified. The bill would require the director to require that the certificate be renewed every 3 years. The bill would additionally authorize the manager to be responsible for compiling and maintaining a comprehensive bidders list of qualified contractors that have received the certificate from the Director of General Services.</p> <p>(2)Existing law establishes within the Transportation Agency a Department of Transportation. Existing law requires the Department of Transportation to, among other things, plan, design, construct, operate, and maintain those transportation systems that the Legislature has made, or may make, the responsibility of the department, except as specified.</p> <p>This bill would require, beginning January 1, 2027, the Department of Transportation to provide bid preferences to qualified contractors that have received the certificate based on the percentage of the qualified contractor owned by its ESOP, whenever the department prepares a solicitation for a state-funded construction contract, as specified.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=2025202605B713
S.B.819: Geothermal waste: exemption from generation and handling fees: study.	<p>The hazardous waste control laws require the Department of Toxic Substances Control (DTSC) to regulate the handling and management of hazardous waste and hazardous materials. A violation of the hazardous waste control laws is a crime.</p> <p>Existing law requires a generator of hazardous waste to pay to the California Department of Tax and Fee Administration a generation and handling fee for each generator site that generates a specified amount of waste, as provided, and authorizes DTSC to adopt regulations necessary to implement generator fees.</p> <p>Existing law exempts geothermal waste resulting from drilling for geothermal resources from the hazardous waste control laws for a specified reason. Existing law also exempts geothermal waste, excluding filter cake, that is generated from the exploration, development, or production of geothermal energy and that does not result from drilling for geothermal resources, from the hazardous waste control laws under specified circumstances.</p> <p>This bill would require the DTSC to prepare and submit to the Legislature, no later than July 1, 2026, a study regarding the issues that would arise if geothermal waste that is not exempt from generation and handling fees pursuant to existing law is made exempt from those fees.</p>	May 23 hearing: Held in committee and under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=2025202605B819

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.C.A.4: Homelessness and affordable housing.	<p>The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified.</p> <p>This measure, the Housing Opportunities Made Equal (HOME) Act, would create an account in the General Fund into which, beginning in the 2027-28 fiscal year, and each fiscal year thereafter until September 30, 2036, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness.</p> <p>This measure would require the agency to develop a 10-year investment strategy, with input from stakeholders, that demonstrates how moneys in the account will be used to produce affordable housing and end homelessness through specific performance measures and benchmarks. On or before October 1 of each year, and until October 1, 2036, the measure would require the agency to annually report to the Legislature on its progress in meeting those performance measures and benchmarks.</p>	In committee: Hearing postponed by committee.	5/23/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260ACA4
A.B.467: Open meetings: teleconferences: neighborhood councils.	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.</p> <p>Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and of the neighborhood city council votes to use alternate teleconference provisions, as specified.</p> <p>This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030.</p> <p>Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.</p> <p>The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.</p> <p>This bill would make legislative findings to that effect.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the neighborhood councils of the City of Los Angeles.</p>	In committee: Hearing postponed by committee.	6/27/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB467

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.1022: Authority to remove vehicles.	<p>Existing law authorizes a peace officer, as defined, or a regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or jurisdiction of a state agency in which a vehicle is located, to remove a vehicle located within the territorial limits in which the officer or employee may act, under designated circumstances, including, but not limited to, when a vehicle is found upon a highway or public land, or removed pursuant to the Vehicle Code, and it is known that the vehicle has been issued 5 or more notices of parking violations to which the owner or person in control of the vehicle has not responded within designated time periods, or the registered owner of the vehicle is known to have been issued 5 or more notices for failure to pay or failure to appear in court for traffic violations for which a certificate has not been issued by the magistrate or clerk of the court hearing the case, as specified. Under existing law, a vehicle that has been removed and impounded under those circumstances that is not released may be subject to a lien sale to compensate for the costs of towage and for caring for and keeping safe the vehicle.</p> <p>This bill would remove the authority of a peace officer or public employee, as appropriate, to remove a vehicle under the above-described circumstances, and make conforming changes.</p> <p>Existing law similarly authorizes a peace officer, as defined, or a regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or jurisdiction of a state agency in which a vehicle is located, to remove a vehicle from an off-street parking facility located within the territorial limits in which the officer or employee may act, when the vehicle is known to have been issued 5 or more notices of parking violation over a period of 5 or more days, to which the owner or person in control of the vehicle has not responded or when any vehicle is illegally parked so as to prevent the movement of a legally parked vehicle. Existing law authorizes the vehicle to be impounded until the owner or person in control of the vehicle furnishes to the impounding law enforcement agency evidence of their identity and an address within this state at which they can be located and furnishes satisfactory evidence that bail has been deposited for all notices of parking violation issued for the vehicle. In lieu of requiring satisfactory evidence that the bail has been deposited, existing law authorizes the impounding law enforcement agency to, in its discretion, issue a notice to appear for the offenses charged, as specified. In lieu of either furnishing satisfactory evidence that the bail has been deposited or accepting the notice to appear, existing law authorizes the owner or person in control of the vehicle to demand to be taken without unnecessary delay before a magistrate within the county in which the offenses charged are alleged to have been committed and who has jurisdiction of the offenses and is nearest or</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1022
A.B.1235: California State University: skilled and trained workforce requirement.	<p>Existing law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Existing law also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce, regardless of whether they are required to do so by statute or regulation.</p> <p>Existing law, the California State University Contract Law, authorizes the Trustees of the California State University to enter into an agreement with a contractor to provide all or significant portions of the design services and construction of a project, chosen by a competitive bidding process that employs selection criteria in addition to cost. Existing law also requires a contractor, when selecting subcontractors under this provision, to competitively bid for those portions of work.</p> <p>This bill would prohibit a contractor from being prequalified for, shortlisted for, or awarded a contract with the Trustees of the California State University, as described above, unless, among other things, the contractor provides an enforceable commitment to the trustees that the contractor and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or contract that falls within an apprenticeable occupation in the building and construction trades, as specified.</p>	In committee: Hearing postponed by committee.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1235

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1222: Public utilities: judicial review.	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued.</p> <p>This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law.</p> <p>Existing law authorizes the commission to fix the rates and charges for public utilities, including electrical and gas corporations, and requires those rates to be just and reasonable.</p> <p>This bill would prohibit the commission from authorizing electrical or gas corporations to recover from their ratepayers the costs associated with seeking judicial review of a commission decision by a state or federal court or requesting relief from a commission decision at a federal agency. The bill would require the electrical and gas corporation to track those costs.</p> <p>Under existing law, a violation of the Public Utilities Act or any order, decision, rule, direction, demand, or requirement of the commission is a crime.</p> <p>Because the above provisions would be part of the act and a violation of a commission action implementing this bill's requirements would be a crime, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1222
A.B.1343: Local alternative transportation improvement program: Feather River crossing.	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally requires the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise apply.</p> <p>This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the planned state facilities. The bill would require all proceeds from the sale of excess properties acquired by the department for the canceled state facilities, less any reimbursements due to the federal government and costs incurred in the sale of those excess properties, to be allocated by the commission to fund regional priorities.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1343

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.239: Open meetings: teleconferencing: subsidiary body.	<p>Existing law, the California Open Meetings Act, requires that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.</p> <p>Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and of the neighborhood city council votes to use alternate teleconference provisions, as specified.</p> <p>This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting.</p> <p>The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by vote before using teleconference pursuant to these provisions.</p> <p>The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any member of a subsidiary body who is an elected official to comply with specified agenda and quorum requirements to participate in a meeting through teleconferencing pursuant to this section, and would require any final recommendations adopted by a subsidiary body</p>	Ordered to inactive file on request of Senator ArreguÃn.	6/3/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB239
A.B.555: Air resources: regulatory impacts: transportation fuel costs.	<p>Existing law vests the state board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards.</p> <p>This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB555

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1106: State Air Resources Board: regional air quality incident response program.	<p>Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies.</p> <p>This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers operated by air districts, including at least one located in the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. Prior to the state board establishing an air quality incident response center within an air district, the bill would require the state board to coordinate and develop operational plans for the air quality incident response centers with the relevant air districts. The bill would provide that funding made available to the state board for purposes of these provisions may be used for various purposes, including program funding to plan, create, equip, and maintain air quality incident response centers.</p> <p>To the extent that the bill would expand the duties of an air district, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1106
A.B.981: Vehicles: active intelligent speed assist devices.	<p>Existing law requires, until January 1, 2026, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle under the influence of an alcoholic beverage, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Installation of an IID is discretionary for a first offender, as specified. Existing law also requires persons convicted of driving under the influence of a drug to install an IID. Existing law specifies periods for which a person convicted of one or more prior driving-under-the-influence violations is required to install an IID, as specified. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified.</p> <p>This bill would require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Sacramento, and Kern that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assist device (ISA) on any vehicle the person operates. The bill would similarly make the installation of an ISA discretionary for a first offender, as specified. The bill would establish periods for which a person convicted of one or more prior specified driving offenses is required to install an ISA, as specified. The bill would require the Department of Motor Vehicles to create a verification installation form to be submitted by persons subject to these provisions. The bill would impose a fee schedule to be adopted by certified ISA manufacturers and their agents for the ISA and other related costs. By creating new crimes related to the installation and maintenance of an ISA, this bill would impose a state-mandated local program. The bill would require, by July 1, 2030, the department to report data to the Transportation Agency regarding the implementation and efficacy of the pilot program, as specified, and require the Transportation Agency to report to the Legislature on the outcomes of the pilot program by July 1, 2031.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Los Angeles, San Diego, Fresno, Sacramento, and Kern.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	In committee: Hearing postponed by committee.	5/23/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB981

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1486: Climate resiliency: research farms: grant program.	<p>The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Of these funds, the act makes \$300,000,000 available, upon appropriation by the Legislature, for improving climate resilience and sustainability of agricultural lands, including, among other things, by making \$15,000,000 available, upon appropriation by the Legislature, to the State Department of Education, in consultation with the Department of Food and Agriculture, for purposes of providing grants to public postsecondary educational institutions that are designated as Agricultural Experiment Stations or Agricultural Research Institutes, to develop research farms to improve climate resiliency, as specified.</p> <p>This bill would, upon an appropriation by the Legislature for this purpose, require the State Department of Education, in consultation with the Department of Food and Agriculture, on or before July 1, 2026, to establish a grant program to provide grants to public postsecondary educational institutions that are designated as Agricultural Experiment Stations or Agricultural Research Institutes to develop or expand research farms to improve climate resiliency, in accordance with the above-described provisions.</p>	In committee: Hearing postponed by committee.	5/23/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1486
S.B.247: State agency contracts: bid preference: equity metrics.	<p>Existing law establishes bid preferences and participation goals in public contracting for certain types of bidders. The Small Business Procurement and Contract Act establishes a minimum goal of 25% procurement participation for small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. The Small Business Procurement and Contract Act requires that state agencies awarding contracts for goods, information technology, services, and construction give 5% bid preferences, as specified, to small business and microbusiness bidders. The California Disabled Veteran Business Enterprise Program requires state departments that award contracts to establish 3% participation goals for certain types of contracts for certified disabled veteran business enterprises, as defined.</p> <p>This bill would require an awarding department, defined to include a state agency or department, to provide a bid preference of a prescribed percentage, as specified, in the award of contracts to contractors that set equity metrics. The bill would prohibit awarding a preference to a noncompliant bidder and would also prohibit the preference from being used to achieve any applicable minimum requirements. The bill would require the Department of General Services to adopt rules and regulations for the purpose of implementing these provisions.</p>	May 12 set for first hearing canceled at the request of author.	5/6/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB247
S.B.469: Department of Industrial Relations: task force: public infrastructure: employment: underrepresented communities.	<p>Existing law creates in the Labor and Workforce Development Agency the Department of Industrial Relations to foster, promote, and develop the welfare of wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment.</p> <p>This bill would require the department to establish the California Public Infrastructure Task Force, composed of representatives of specified agencies to promote employment in public infrastructure projects for underrepresented communities and to provide compliance assistance to contractors and subcontractors in public infrastructure projects regarding their nondiscrimination obligations, as specified.</p>	May 12 set for first hearing canceled at the request of author.	5/6/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB469

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
A.B.314: Affordable Housing and Sustainable Communities Program: project eligibility.	<p>Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program 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. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided.</p> <p>This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB314
A.B.388: Electricity.	<p>The Public Utilities Act vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. The act defines "electrical corporation" to include every corporation or person owning, controlling, operating, or managing any electric plant for compensation within this state, except as specified. The act authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable.</p> <p>This bill would revise the definition of "electrical corporation" to exclude a corporation or person employing certain solar or wind generating technology if electricity is transmitted exclusively and directly through private electrical lines to a single facility owned by a different corporation or person that uses the electricity only for new load, not for departing load, and for an electrolytic hydrogen production facility, as defined, or a facility using the electricity to provide industrial process heat, or both.</p> <p>This bill would require private electric lines located on property other than the property on which a single electrolytic hydrogen production facility or industrial process heat facility or solar or wind generating technology is located to be subject to all applicable General Orders, as determined by the commission, except as provided, and would require corporations or persons employing private electric lines that are subject to those requirements to file wildfire mitigation plans if any part of the private electric lines are located in high fire threat districts, as specified.</p> <p>This bill would require the commission, on or before July 1, 2027, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a tariff for qualified self-generation projects with a generating capacity exceeding 80,000 kilowatts. The bill would require the commission to structure the tariff so that an electrical corporation serves as an intermediary between the electrical generation and energy storage facilities providing the electricity and the qualified self-generation project. The bill would require the commission to structure rates for qualified self-generation projects to administer the purchase and resale of the electricity from the electrical generation and energy storage facilities solely at cost, as specified. The bill would also require a customer to meet various requirements to be considered a qualified self-generation project, including, among other requirements, that the customer uses electricity from specified sources and the electricity is transmitted exclusively and directly through private electric lines to the customer's facility. The bill would require any cost associated with the tariff to be paid solely by participating customers such that nonparticipating customers bear no additional costs, and would require private electric lines located on property other than the property on which a single</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB388

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.861: Community colleges: students: public transportation: Los Angeles Community College District.	<p>Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Existing law creates the Los Angeles County Metropolitan Transportation Authority (the LA Metro) with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles.</p> <p>This bill would</p> <p>(1) require the Los Angeles Community College District to annually enter into a memorandum of understanding with LA Metro for purposes of providing GoPass TAP cards to participating students enrolled at a campus of the community college district, as specified, and (2) establish a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles Community College District and Los Angeles County Metropolitan Transportation Authority.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	Re-referred to Committee on Transportation	4/28/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260AB861
A.B.472: Energy: integrated energy policy report: port infrastructure for offshore wind energy development.	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in coordination with specified agencies, to develop a strategic plan for offshore wind energy developments installed off the California coast in federal waters, and requires the Energy Commission to submit the strategic plan to the Natural Resources Agency and the Legislature on or before June 30, 2023, as specified. Existing law requires the Energy Commission, in coordination with relevant state and local agencies, to develop a plan to improve waterfront facilities that could support a range of floating offshore wind energy development activities, as specified.</p> <p>Existing law requires the Energy Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified.</p> <p>This bill would require the Energy Commission, as part of the 2027 edition of the integrated energy policy report and each edition thereafter, and contingent upon an appropriation for this purpose, to include an assessment of funding needs for port infrastructure for offshore wind energy development, as specified. The bill would require the Energy Commission, in consultation with specified entities, to include in the assessment any federal, state, and local funding opportunities, including general obligation bonds and funding from the private sector, that can help build port infrastructure for offshore wind energy development.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.ca.gov/faces/billN avClient.xhtml?bill_id=202520260AB472

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1305: Air pollution control and air quality management districts: permit information: internet website.	<p>Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, and, subject to the powers and duties of the State Air Resources Board, requires that air districts adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction.</p> <p>Existing law requires the board of each air district to establish by regulation a system by which all reductions in the emission of air contaminants that are to be used to offset certain future increases in the emission of air contaminants be banked as credits prior to use to offset future increases in emissions, except as specified.</p> <p>This bill would require each air district, for all active permits required for equipment or processes that may release or control air pollutants and that require or required the use of one or more emission reduction credits, to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits.</p> <p>By adding to the duties of air districts, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1305
A.B.854: California Environmental Quality Act: exemptions.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconditioning with advanced conductors, replacement, or removal of a transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements. If a lead agency determines that a project is exempt from CEQA pursuant to the above provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	4/28/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB854

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1243: Polluters Pay Climate Superfund Act of 2025.	<p>adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements.</p> <p>Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided.</p> <p>Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels.</p> <p>This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.</p> <p>This bill would require the agency, within one year of the effective date of the act, to conduct and complete a climate cost study to, among other things, quantify the total damage amount, which the bill would define as all past and future climate harms and damages to the state from January 1, 1990, through December 31, 2045, inclusive. The bill would require the agency to update the climate cost study, not less frequently than every 5 years, through January 1, 2045, as provided. The bill would require the agency, within 60 days of the completion of the climate cost study, to determine and assess, as provided, a cost recovery demand for each</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	4/29/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1243
S.B.801: Agricultural workers: wages, hours, and working conditions: definitions.	<p>Existing law sets wage, hour, meal break requirements, and other working conditions for employees and requires an employer to pay overtime wages to an employee who works in excess of a workday or workweek. Existing law establishes the Department of Industrial Relations and provides that one of its functions is to foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment.</p> <p>Existing law establishes specific labor protections for sheepherders and goat herders, as defined, relating to wages, meal and rest periods, lodging, and other conditions of employment. Existing law imposes civil penalties, as prescribed, for violations of these provisions.</p> <p>Existing law, the Phase-In Overtime for Agricultural Workers Act of 2016, establishes a schedule that phases in overtime requirements for persons employed in an agricultural occupation, as defined. The act, beginning January 1, 2022, among other things, requires that any work performed by a person employed in an agricultural occupation in excess of 12 hours per day be compensated at a rate of no less than twice the employee's regular rate of pay. Existing law requires the Department of Industrial Relations to update a specific wage order of the Industrial Welfare Commission governing agricultural occupations to be consistent with the act, except in specified circumstances in which the existing wage order offers greater protections. The act defines the term "employed in an agricultural occupation" for these purposes as having the same meaning as in that wage order.</p> <p>For purposes of the Phase-In Overtime for Agricultural Workers Act of 2016, this bill would create an exception from the above-described definition for sheepherders or goat herders, as defined in that order.</p>	April 30 set for first hearing. Testimony taken. Further hearing to be set.	4/30/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB801

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
S.B.240: San Diego Association of Governments: board of directors: County of San Diego.	<p>The San Diego Regional Transportation Consolidation Act establishes a 21-member board of directors to govern the San Diego Association of Governments (SANDAG). The act requires 2 supervisors from the San Diego County Board of Supervisors to serve on the SANDAG board of directors. The act refers to these directors as primary and secondary representatives. The act requires one of these directors to be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area.</p> <p>This bill would replace the secondary representative from the San Diego County Board of Supervisors on the SANDAG board of directors with a resident of an unincorporated area of the County of San Diego that is selected by, and subject to recall by, a majority of the community planning groups in the County of San Diego. The bill would provide for an alternative to serve on the SANDAG board of directors if the secondary representative is not available. The bill would eliminate the requirement that one of the San Diego County Board of Supervisors on the SANDAG board of directors be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area. To the extent the bill would impose additional duties on local agencies, the bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	April 23 set for first hearing canceled at the request of author.	4/23/2025	https://leginfo.ca.gov/faces/billAvClient.xhtml?bill_id=202520260SB240
A.B.491: California Global Warming Solutions Act of 2006: climate goals: natural and working lands.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act declares the policy of the state to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <p>The act also requires the Natural Resources Agency, in collaboration with specified entities, including the state board, to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce greenhouse gas emissions for 2030, 2038, and 2045 to support state goals to achieve carbon neutrality and foster climate adaptation and resilience. The act requires these targets to be integrated into the above-described scoping plan and other state policies.</p> <p>This bill would specify that it is the goal of the state to achieve each of the targets established by the Natural Resources Agency by the applicable date for the target, with priority given to activities that most rapidly, significantly, and cost effectively increase carbon stocks and net sequestration, protect and support ecosystem function, and reduce emissions of greenhouse gases. The bill would also revise the definition of "natural carbon sequestration" for purposes of the above-described provisions.</p>	In committee: Held under submission.	5/23/2025	https://leginfo.ca.gov/faces/billAvClient.xhtml?bill_id=202520260AB491

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance	Source Link
S.B.684: Polluters Pay Climate Superfund Act of 2025.	<p>adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements.</p> <p>Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided.</p> <p>Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels.</p> <p>This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.</p> <p>This bill would require the agency, within one year of the effective date of the act, to conduct and complete a climate cost study to, among other things, quantify the total damage amount, which the bill would define as all past and future climate harms and damages to the state from January 1, 1990, through December 31, 2045, inclusive. The bill would require the agency to update the climate cost study, not less frequently than every 5 years, through January 1, 2045, as provided. The bill would require the agency, within 60 days of the completion of the climate cost study, to determine and assess, as provided, a cost recovery demand for each</p>	April 22 set for first hearing canceled at the request of author.	4/10/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB684
A.B.1198: Public works: prevailing wages.	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	In committee: Hearing postponed by committee.	5/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1198

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1442: Essential Worker Commission.	Existing law establishes the Labor and Workforce Development Agency, consisting of various offices and entities, including the office of the Secretary of Labor and Workforce Development, the Agricultural Labor Relations Board, and the California Workforce Development Board. This bill would establish the Essential Worker Commission within the Labor and Workforce Development Agency, to review, investigate, and analyze issues relating to essential workers in the state, including workplace safety and health protections and wages and benefits for undocumented workers. The bill would require the Essential Worker Commission, based on that review, investigation, and analysis, to establish the Essential Worker Legal Work Program to provide essential workers with legal pathways to remain in California and work lawfully.	In committee: Set, first hearing. Hearing canceled at the request of author.	4/23/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1442
A.B.1432: Homelessness Accountability, Recovery, and Treatment Act.	Existing law establishes the core components of Housing First to include, among other things, tenant screening and selection practices that promote accepting applicants regardless of their sobriety or use of substances, completion of treatment, or participation in services. This bill, the Homelessness Accountability, Recovery, and Treatment Act, would authorize a state agency to use up to 40 percent of existing noncontinuously appropriated funds allocated to a homelessness program on recovery housing that does not meet the core components of Housing First. Existing law requires the Governor to create an Interagency Council on Homeless to create partnerships among state agencies and departments, local government agencies, and specified nonprofit entities to arrive at specific strategies to end homelessness and collect, compile, and make publicly available specified financial data provided to the council from all state-funded homelessness programs. This bill would require a nonprofit that receives state or local government funding for homelessness programs to annually report to the relevant state agency or local government from which they receive funding specified standardized performance metrics. The bill would require a state agency, as defined, to develop a standardized reporting template and compile and publish an annual report summarizing the performance metrics. The bill would require a nonprofit to maintain records and documentation to support the performance metrics and make those records available for audit or review upon request by a local government or state agency. The bill would require a state agency, in collaboration with local governments, to establish procedures for certifying the accuracy of the performance metrics. To the extent that the bill would require a local government to cooperate fully with a state agency to establish those procedures, the bill would impose a state-mandated local program. The bill would require a state agency to provide technical assistance and resources to assist nonprofits, particularly smaller nonprofit organizations, in complying with these reporting requirements. The bill would require a state agency to adopt regulations to implement the act no later than January 1, 2027, and would require a nonprofit to begin reporting performance metrics beginning with the first full fiscal year following the adoption of regulations. This bill would define various terms for purposes of the act. The California Constitution requires the state to reimburse local agencies and school districts for certain costs	Re-referred to Committee on Housing and Community Development	4/1/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1432

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1480: Local government: County of Orange.	<p>The California Constitution provides that the state is divided into counties, which are legal subdivisions, and requires, among other things, that the Legislature provide for an elected governing body in each county. Existing law requires the income and revenue paid into the county treasury to be at once appropriated to and kept in separate funds.</p> <p>This bill would require the local official in the County of Orange charged with the authority to execute decisions on the Orange County Investment Fund who is elected or appointed on or after January 1, 2026, to meet the same minimum qualifications of the Treasurer-Tax Collector of the County of Orange, and any member of the Audit Oversight Committee of the County of Orange appointed to the committee on or after January 1, 2026, to meet the same minimum qualifications of the members of the prior Treasury Oversight Committee of the County of Orange.</p> <p>The bill would require the County Executive Office of the County of Orange, no later than July 1, 2026, and on or before July 1 of each year thereafter, to prepare an annual statement of assets in the Orange County Investment Fund that is made available to the public and submitted to investors of the fund and the Legislature, as specified. By imposing additional duties on the county or county officers, this bill would impose a state-mandated local program.</p> <p>The bill would make findings and declarations relating to these provisions.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Orange.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	In committee: Hearing postponed by committee.	4/2/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1480
A.B.1403: Emergency services.	<p>Existing law, the Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act, governs local emergency medical services (EMS) systems, authorizes each county to develop an EMS program and designate a local EMS agency, and requires the Emergency Medical Services Authority to receive plans for the implementation of EMS systems from local EMS agencies, as specified. Existing law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Existing law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts, as specified.</p> <p>This bill would authorize a county board of supervisors or the governing body of an entity or a joint powers agency designated as the local EMS agency by the board of supervisors to provide ambulance services to persons located within the county's jurisdiction by specified means, including assigning the duty of providing ambulance services to residents of the county to an existing county department and providing the department with the necessary staffing, vehicles, and equipment to provide ambulance services.</p> <p>The bill would require a county board of supervisors or a local EMS agency to adopt a written policy, including specified requirements, for an emergency ambulance services provider in order to enter into a contract with a provider for emergency ambulance services and would include required provisions for those contracts.</p> <p>The bill would make related findings and declarations.</p>	Re-referred to E.M.	3/25/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1403

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1168: Department of Transportation: transferred property: City of Lynwood.	<p>Existing law vests the Department of Transportation with full possession and control of all state highways and all property and rights on property acquired for state highway purposes. Various provisions of existing law specifically provide for the acquisition, transfer, and use of property owned by the department.</p> <p>This bill would, with respect to a parcel that the department transferred to the City of Lynwood, require the department to release and remove the deed restriction that it imposed on that parcel that requires a portion of the property to be used exclusively for public purposes for a period of 15 years from the recorded date of the deed.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Lynwood.</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	4/8/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1168
A.B.1379: Vehicles: speed safety system pilot program.	<p>Existing law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program if the system meets specified requirements. Existing law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.</p> <p>This bill would expand the list of cities authorized to establish a speed safety system pilot program as described above to include the City of Sacramento.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Sacramento.</p>	Re-referred to Committee on Transportation	3/25/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1379
S.B.2: Low-carbon fuel standard: regulations.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations.</p> <p>This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2. Page 420.) Reconsideration granted.	3/19/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB2
A.B.780: Disability access: construction-related accessibility claims: notice of violation and opportunity to correct.	<p>Existing law prohibits discrimination on the basis of various specified personal characteristics, including disability. Existing law imposes minimum statutory damages for construction-related accessibility claims if the violation of a construction-related accessibility standard denied the plaintiff full and equal access to the place of public accommodation on a particular occasion, as specified. Existing law imposes various limits on a defendant's liability for statutory damages under specified sets of conditions, including if the defendant, among other things, corrects the construction-related violations within a specified time.</p> <p>This bill would prohibit a construction-related accessibility claim for statutory damages from being initiated in a legal proceeding against a defendant who employs 50 or fewer individuals, as specified, unless the defendant has been served with a letter specifying each alleged violation, and the alleged violations have not been corrected within 120 days of service of the letter. The bill would provide that a defendant is not liable for statutory damages, plaintiff's attorney's fees, or costs for an alleged violation that is corrected within 120 days of service of a letter alleging the violation. The bill would also prohibit a plaintiff from avoiding the notice and opportunity to correct provisions and the liability limitations by claiming they are seeking general discrimination damages based on a violation of the Americans with Disabilities Act of 1990 if the underlying claim is based on a defendant's failure to comply with physical accessibility standards under California law.</p>	Referred to Committee on Judiciary	3/17/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB780

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.856: Sales and Use Tax: exemptions: manufacturing.	<p>Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	4/7/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB856
S.B.252: California Environmental Quality Act: exemption: undergrounding powerlines.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would exempt from the provisions of CEQA a project to underground powerlines. 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.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	April 2 set for second hearing canceled at the request of author.	3/25/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB252
S.B.714: Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	<p>Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.</p>	Referred to Committee on Rules	3/12/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB714

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1058: Motor Vehicle Fuel Tax Law: suspension of tax.	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws.</p> <p>This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	Referred to Committee on Transportation	3/10/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1058
A.B.1290: High-Speed Rail Authority: Senate confirmation.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members.</p> <p>This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.</p>	Referred to Committee on Transportation	3/10/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1290
A.B.1268: Motor Vehicle Fuel Tax Law: adjustment suspension.	<p>(1)The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance.</p> <p>Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other 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.</p> <p>This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.</p> <p>(2)The California Constitution provides for the establishment of the State Board of Equalization, which, before July 1, 2017, had primary responsibility for most of the state's duties, powers, and responsibilities regarding the administration of taxes and fees. Existing law, on July 1, 2017, transferred to the California Department of Tax and Fee Administration various duties, powers, and responsibilities of the State Board of Equalization, including administration of the Motor Vehicle Fuel Tax Law and the Diesel Fuel Tax Law, as specified.</p> <p>This bill would also change references in these provisions of law from the "State Board of Equalization" to the "California Department of Tax and Fee Administration" or "department," as applicable, to reflect the transfer of the board's duties, powers, and responsibilities to the department.</p> <p>(3)This bill would take effect immediately as a tax levy.</p>	Referred to Committee on Transportation	3/10/2025	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1268

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1174: Clean Transportation Program: eligible programs and projects: electric vehicle charging stations: vandalism deterrence.	Existing law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Existing law limits funding under the program to specified categories of programs and projects. Existing law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would add to the categories of programs and projects eligible for funding under the Clean Transportation Program programs and projects to deter and combat vandalism of publicly available electric vehicle charging stations.	Referred to Committee on Transportation	3/10/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB1174
A.B.590: Social Housing Bond Act of 2026.	Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Social Housing Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$950,000,000 pursuant to the State General Obligation Bond Law, to fund social housing programs, as specified. The bill would create the California Housing Authority, which would be governed by the California Housing Authority Board, to ensure that social housing developments that are produced and acquired align with specified goals and would authorize the authority to issue the bonds and, upon appropriation of the Legislature, utilize funds from other sources to build more low, very low, and extremely low income housing. The bill would create the Social Housing Revolving Loan Fund to be used, upon appropriation of the Legislature, to provide zero-interest loan for the purpose of constructing housing to accommodate a mix of household incomes. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. This bill would declare that it is to take effect immediately as an urgency statute.	Referred to Committee on Housing and Community Development	3/3/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB590
A.B.658: Vehicles: registration fees.	Existing law requires a registration fee to be paid to the Department of Motor Vehicles for the registration of each vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted from the payment of registration fees. This bill would require the department, if there is an increase in the registration fee described above, to complete and post an affordability impact analysis on its internet website within 6 months of the date that the increase becomes effective. The bill would require the affordability impact analysis to include, among other things, the average increase in annual vehicle registration costs over the past 5 years and the total number of vehicles with delinquent registrations.	Referred to Committee on Transportation	3/3/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB658
A.B.513: California Global Warming Solutions Act of 2006: scoping plan.	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 rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.	Referred to Committee on Natural Resources	2/24/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB513

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2026
Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.1257: Department of Transportation: state highways.	Existing law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision.	Read first time.	2/24/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB1257
A.B.1491: Transportation: road safety.	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 state the intent of the Legislature to enact subsequent legislation to improve safety on the roads in the state.	Read first time.	2/24/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB1491
A.B.12: Low-carbon fuel standard: regulations.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Referred to Committee on Natural Resources	2/18/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB12
A.B.41: State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.	Existing law designates the State Air Resources Board as the state agency responsible for the preparation of the state implementation plan required by the Clean Air Act, and requires the state board to adopt standards, rules, and regulations that are consistent with the state goal of providing a decent home and suitable living environment for every Californian. This bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.	Referred to Committee on Natural Resources	2/18/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB41
A.B.267: Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026 and 2027 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Referred to Coms. on TRANS. and Committee on Natural Resources	2/18/2025	https://leginfo.ca.gov/faces/billNClient.xhtml?bill_id=202520260AB267

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.B.273: Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes.</p> <p>This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026-27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	Referred to Coms. on TRANS. and Committee on Natural Resources	2/18/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB273
S.B.273: Surplus land.	<p>Existing law declares that surplus government land should be made available for affordable housing, including near transit stations, and for parks and recreation or open-space purposes.</p> <p>This bill would make a nonsubstantive change to this provision.</p>	Referred to Committee on Rules	2/14/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260SB273
A.B.295: California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.</p> <p>The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2032, to certify environmental leadership development projects that meet specified requirements for certain streamlining benefits related to CEQA. The act, among other things, requires a lead agency to prepare the record of proceedings for an environmental leadership development project, as provided, and to provide a specified notice within 10 days of the Governor certifying the project. The act is repealed by its own term on January 1, 2034.</p> <p>This bill would extend the application of the act to water storage projects, water conveyance projects, and groundwater recharge projects that provide public benefits and drought preparedness. Because a lead agency would be required to prepare the record of proceedings for water storage projects, water conveyance projects, and groundwater recharge projects pursuant to the act, this bill would impose a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>	In committee: Set, first hearing. Hearing canceled at the request of author.	3/24/2025	https://leginfo.ca.gov/faces/billNvClient.xhtml?bill_id=202520260AB295

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
 State and Federal Legislative Matrix
 January 2026
 Metro Government Relations

STATE LEGISLATION				
Bill	Official Summary	Last Timeline Action	Last Timeline Action Stance Date	Source Link
A.C.A.1: Public finance.	<p>The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines "appropriations subject to limitation" of the State for these purposes.</p> <p>The California Constitution establishes the Budget Stabilization Account and requires, for every fiscal year and based on the Budget Act for that fiscal year, the Controller to transfer from the General Fund to the Budget Stabilization Account, no later than October 1, a sum equal to 1.5% of the estimated amount of General Fund revenues for that fiscal year.</p> <p>The California Constitution requires other transfers between the General Fund and the Budget Stabilization Account, as specified. The California Constitution prohibits the amount transferred pursuant to these provisions for any fiscal year from exceeding an amount that would result in a balance in the account that, when the transfer is made, exceeds 10% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified.</p> <p>This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit.</p>	Introduced measure version corrected.	1/29/2025	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260ACA1
FEDERAL LEGISLATION				
H.R.6298	<p>H.R. 6298, the Safe and Affordable Transit Act, would provide federal grants to public transit agencies to support operating costs related to safety and security, including crime prevention, policing, and protective infrastructure. The bill also authorizes \$50 million annually from FY 2026–2030 and directs a national study to identify best practices for reducing crime on public transportation systems.</p>	Referred to the Subcommittee on Highways and Transit. Action By: Committee on Transportation and Infrastructure	11/26/2025	https://www.congress.gov/bill/119th-congress/house-bill/6298

Bills highlighted in PURPLE have been submitted in the current month for Board consideration.