

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

**STATE LEGISLATION**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. Existing law prohibits an executive of a public utility from serving as a member of the commission within 2 years after leaving the employment of the public utility. This bill would require that 4 members of the commission represent the geographic locations of the 4 State Board of Equalization districts, existing as of January 1, 2026, and 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 prohibit an elected member of, or an employee of, the Legislature or an employee of the executive branch from serving as a member of the commission within one year after leaving the position as an elected member or employee.</p> <p>This bill would authorize each house of the Legislature to appoint a liaison officer to appear in proceedings before the commission, as provided.</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 to appear annually before those committees to present information related to rates affordability and ratesetting cases decided by, or pending before, the commission.</p> <p>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>	3/18/2025	Re-referred to U. & E.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB13">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB13</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.91: State and local agencies: demographic data.	<p>Existing law requires state agencies, boards, and commissions that collect demographic data as to the ancestry or ethnic origin of Californians to use separate collection categories and tabulations for each major Asian and Pacific Islander group and to include that data in every demographic report published on or after July 1, 2012, as specified.</p> <p>This bill would require state and local agencies that collect demographic data as to the ancestry or ethnic origin of Californians to use separate collection categories and tabulations for major Middle Eastern or North African groups, as specified, and, with certain exceptions, to include that data in every demographic report published on or after January 1, 2027, and to make the aggregated data available to the public.</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.</p> <p>This bill would make legislative findings to that effect.</p> <p>The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</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>	3/18/2025	Re-referred to Committee on Judiciary	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB91">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB91</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.87: Housing development: density bonuses: mixed-use developments: short-term rentals.	<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 within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for lower income households or very low income households, and meets other requirements. Existing law defines “housing development,” for these purposes, to mean a development project for 5 or more residential units, including mixed-use developments.</p> <p>This bill would define “mixed-use development” for purposes of the Density Bonus Law to mean a development with at least 70% of the square footage of a proposed development designated for residential uses and no square footage of the development designated for use as a hotel, motel, bed and breakfast inn, or other visitor-serving purposes. The bill would also prohibit an applicant from being eligible for a density bonus or any other incentives or concessions under the Density Bonus Law, unless the applicant agrees to, and the city, county, or city and county ensures, the commitment to record a land use restriction or covenant providing that a unit of development may not be listed as a short-term rental unit, as defined. By imposing these requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program.</p> <p>This bill would also make related conforming changes to various other laws to update cross-references to the Density Bonus Law.</p> <p>The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/18/2025	Re-referred to Committee on Housing and Community Development	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB87">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB87</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.80: Energy: Fusion Research and Development Innovation Hub Program.	<p>Existing law establishes the State Energy Resources Conservation and Development Commission, with various responsibilities with respect to developing and implementing the state’s energy policies. Existing law requires, as part of the 2027 edition of the integrated energy policy report, the commission to include an assessment of the potential for fusion energy to contribute to California’s power supply. Existing law requires the commission to carry out technical assessment studies on all forms of energy, including, among others, advanced nuclear powerplant concepts, fusion, and fuel cells.</p> <p>This bill would create the Fusion Research and Development Innovation Hub Program within the commission to accelerate the development and growth of fusion energy by advancing fusion science and technology with the goal of delivering the world’s first fusion energy pilot plant in the state in the 2030s. The bill would require, among other things, the commission to designate fusion research and development innovation hubs representing the geographical regions of southern California, the central valley, and the San Francisco Bay area.</p> <p>This bill would require the commission to administer the program using moneys in the Fusion Research and Development Fund, which the bill would establish in the State Treasury, to provide grants to hubs designated pursuant to the bill for the purpose of accelerating the deployment of new research and technology capabilities that support the commercialization of fusion energy. The bill would make the implementation of its provisions contingent upon an appropriation by the Legislature for the program.</p>	3/18/2025	Re-referred to E., U & C.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB80">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB80</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>S.B.86: California Alternative Energy and Advanced Transportation Financing Authority Act: sales and use tax exclusion.</p>	<p>Existing sales and use tax laws impose taxes 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 California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party by authorizing exclusions from sales and use tax for certain projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption.</p> <p>The act prohibits the sales and use tax exclusions from cumulatively exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting one of those projects to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend indefinitely the authorization to provide financial assistance in the form of a sales and use tax exclusion for projects approved by the authority. The bill would increase the maximum cumulative amount of the sales and use tax exclusions authorized under these provisions to \$300,000,000 per calendar year. The bill would add electrical generation facilities using nuclear fusion technology to the types of projects qualifying for this sales and use tax exclusion. The bill would make other conforming changes. This bill would take effect immediately as a tax levy.</p>	<p>3/18/2025</p>	<p>Set for hearing March 26.</p>	<p><a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB86">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB86</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.233: Regional housing need: determination: consultation with councils of governments.	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Existing law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development, in consultation with each council of governments, where applicable, to determine the existing and projected need for housing for each region, as prescribed. Existing law requires, among other things, the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region’s housing needs at least 26 months prior to the scheduled revision of the housing element and before developing the existing and projected housing need for a region.</p> <p>This bill would require the department to meet and consult with the council of governments, as described above, pursuant to prescribed deadlines. For the 7th revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision, except for specified councils of governments. For the 8th and subsequent revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision.</p>	3/18/2025	From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To consent calendar. (Ayes 10. Noes 0.) (March 18). Re-referred to Committee on Appropriations	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB233">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB233</a>	
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, 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 damaged or destroyed by a natural disaster that was declared a state of emergency by the Governor.</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.</p> <p>This bill would take effect immediately as a tax levy.</p>	3/18/2025	Set for hearing May 14.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB268">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB268</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.272: San Mateo County Transit District: job order contracting: pilot program.	<p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed.</p> <p>This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>	3/18/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB272">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB272</a>	
S.B.359: Diesel Fuel Tax Law: exempt bus operation.	<p>The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided.</p> <p>This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.</p> <p>This bill would take effect immediately as a tax levy.</p>	3/18/2025	Set for hearing May 14.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB359">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB359</a>	
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>	3/18/2025	Set for hearing March 26.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB469">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB469</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.480: 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. Existing law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified.</p> <p>This bill would, commencing January 1, 2026, authorize an autonomous vehicle to be equipped with automated driving system (ADS) marker lamps in accordance with specified standards. For purposes of this provision, the bill would define an “ADS marker lamp” as a device that emits a light to indicate when an ADS is engaged in the operation of the vehicle.</p>	3/18/2025	Set for hearing March 25.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB480">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB480</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.975: California Environmental Quality Act: lake and streambed alteration agreements: exemptions: culverts and bridges.	<p>(1)Existing law prohibits a person, a state or local governmental agency, or a public utility from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless prescribed requirements are met, including written notification to the Department of Fish and Wildlife regarding the activity. Existing law requires the department to determine whether the activity may substantially adversely affect an existing fish and wildlife resource and, if so, to provide a draft lake or streambed alteration agreement to the person, agency, or utility. Existing law prescribes various requirements for lake and streambed alteration agreements. Existing law also establishes various exemptions from these provisions.</p> <p>This bill would exempt from these provisions emergency projects undertaken, carried out, or approved by a state or local government agency to maintain, repair, restore, or reconstruct a bridge 30 feet long or less or reconstruct a culvert 70 feet long or less, that has been damaged as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage.</p> <p>(2)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 provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less.</p> <p>Because the bill would require a local agency to determine the applicability of the above exemptions, 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/18/2025	From committee chair, with author's amendments: Amend, and re-refer to Committee on Natural Resources Read second time and amended.	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB97">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB97</a> 5	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1299: Parking violations.	<p>Existing law requires a specified administrative hearing process in the enforcement and processing of parking violations and penalties, and requires the issuing agency to conduct an initial administrative review of the notice of parking violation at the request of the contestant to whom the notice was mailed. Existing law authorizes an examiner conducting the hearing or the issuing agency to allow payment of the parking penalty in installments, and authorizes the issuing agency to defer payment if the contestant provides satisfactory evidence to the examiner or the issuing agency, as the case may be, of the inability to pay the parking penalty in full.</p> <p>This bill would authorize the issuing agency to reduce or waive the parking penalty if the contestant provides satisfactory evidence of either an inability to pay the parking penalty in full or any other extenuating circumstances relevant to payment of the parking penalty, including, but not limited to, documented homelessness status and financial hardship.</p> <p>Existing law authorizes a parking citation processing agency, as defined, to collect an unpaid parking penalty by requesting the Department of Motor Vehicles to place a registration hold on the vehicle to which the citations have been issued, or by obtaining a civil judgment against the registered owner of the vehicle, as specified. Existing law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons. Existing law requires the payment plan to meet specified conditions, including, among others, that a person is allowed a period of 120 calendar days from the issuance of a notice of parking violation or 10 days after the administrative hearing determination, whichever is later, to file a request to participate in a payment plan.</p> <p>This bill would allow the person to file a request to participate in a payment plan at any time.</p>	3/18/2025	Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1299">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1299</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.769: The Golden State Infrastructure Corporation Act.	<p>Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California 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. 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 exempt from disclosure under the California Public Records Act specified records related to the potential or actual provision of financing to an investment company for an infrastructure project, and would authorize the board, notwithstanding the provisions of the Bagley-Keene Open Meeting Act, to meet in closed session when considering whether to approve or modify a financing, or to discuss the performance of any financing, provided to an infrastructure company for an infrastructure project.</p> <p>This bill would create the Golden State Infrastructure Corporation Fund and would provide that all moneys in the fund are continuously appropriated for the support of the corporation, to be available for expenditure for the purposes stated in the bill.</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.</p> <p>This bill would make legislative findings to that effect.</p>	3/18/2025	Set for hearing April 21.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB769">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB769</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.713: Employee stock ownership plans: contractors: certification.	<p>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 to issue an employee stock ownership plan (ESOP) contractor certificate to a qualified contractor, as defined, with an ESOP that meets certain criteria, including that at least an unspecified percentage of the qualified contractor’s employees participate in the ESOP, as specified. The bill would additionally authorize the manager to be responsible for compiling and maintaining a comprehensive bidders list of qualified contractors that have received that certificate from the Director of General Services. The bill would also require, beginning January 1, 2027, the Department of Transportation to ensure that an unspecified percentage of state funded construction contracts and construction-related procurements involve contractors who have received that certificate.</p>	3/18/2025	Set for hearing April 21.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB713">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB713</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1207: Climate change: market-based compliance mechanism: price ceiling.	<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 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, until January 1, 2031, authorizes the state board to 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 requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases.</p> <p>This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.</p>	3/18/2025	Re-referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1207">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1207</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1430: County recorders: fees.	<p>Existing law establishes the office of county recorder and requires the county recorder to accept for recordation any instrument, paper, or notice that is authorized or required to be recorded, subject to the collection of specified fees. Existing law prohibits the fee for recording and indexing an instrument, paper, or notice from exceeding \$10 for recording the first page and \$3 for each additional page, which charges are to reimburse the county for the costs of services rendered. Existing law requires \$1 of each \$3 fee for each additional page to be deposited in the county general fund.</p> <p>This bill would set the fee for recording and indexing at \$15 for recording the first page and \$4 for each additional page, but would prohibit the fees from exceeding the reasonable costs of the county recorder’s office for providing these services. The bill would provide that these funds are to be dedicated to, and solely utilized for, the county recorder’s office, as specified. The bill would delete the provision requiring \$1 of each \$3 fee for each additional page to be deposited in the county general fund.</p> <p>Existing law specifies that \$1 for recording the first page and \$1 for each additional page shall be available solely to support, maintain, improve, and provide for the full operation for modernized creation, retention, and retrieval of information in each county’s system of recorded documents.</p> <p>This bill would increase the \$1 amount for each additional page to \$3.</p> <p>Existing law authorizes the county board of supervisors to provide for an additional fee of \$1 for each instrument, paper, or notice of record to order to defray the cost of converting the county recorder’s document storage system to micrographics. Existing law, until January 1, 2026, authorizes the \$1 fee to also be used for restoration and preservation of the county recorder’s permanent archival microfilm, to implement and fund a county recorder archive program, or to implement and maintain or utilize a trusted system for the permanent preservation of recorded document images.</p> <p>This bill would delete the January 1, 2026, repeal date, thereby making these provisions operative indefinitely. The bill would replace a reference to “archival microfilm” with “archival mediums” and would repeal related provisions. The bill would include related legislative findings concerning county recorder fees.</p> <p>By imposing new duties on counties relative to recording fees, 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/18/2025	Re-referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1430">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1430</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.752: Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	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. 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.	3/18/2025	Set for hearing May 14.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB752">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB752</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.238: Mortgage forbearance: state of emergency: wildfire.	<p>Existing law requires a mortgage servicer to comply with applicable federal guidance regarding borrower options following a forbearance relating to the COVID-19 emergency.</p> <p>This bill would authorize a borrower who is experiencing financial hardship due directly, as defined, to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, to request forbearance on their mortgage loan. The bill would limit eligibility for that forbearance to residential mortgage loans for personal, family, or household use, or borrowers with 10 or fewer investment properties. The bill would require the borrower to affirm that they are experiencing a financial hardship during the wildfire disaster. Because the bill would expand the crime of perjury, the bill would impose a state-mandated local program.</p> <p>This bill would require a mortgage servicer to, with no additional documentation required other than the borrower's attestation to a financial hardship caused by the wildfire disaster and with no fees, penalties, or interest, provide the forbearance for up to 180 days. The bill would authorize a mortgage servicer, after that initial 180-day period, to require the borrower to provide documentation of ongoing financial hardship, and to participate in a check-in with the mortgage servicer every 90 days thereafter, in order to extend the period of forbearance for no more than one additional year. The bill would also prohibit a mortgage servicer from initiating any foreclosure process, moving for a foreclosure judgment or order of sale, executing a foreclosure-related eviction or foreclosure sale, or requiring a lump sum payment at the end of the forbearance period. The bill would prohibit a mortgage servicer from acting to negatively impact a borrower's credit score, or otherwise reporting any adverse information to a consumer credit reporting agency about a borrower, in connection with granting forbearance pursuant to these provisions. The bill would also require that any period of mortgage forbearance or deferred payment voluntarily offered by a mortgage servicer to a borrower due to the wildfire disaster before the date upon which these provisions become operative be credited toward the forbearance periods required to be afforded to a borrower by this bill.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	3/17/2025	Re-referred to Committee on Appropriations	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB238">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB238</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.381: State contracts: certification process: forced labor and human trafficking.	<p>Existing law requires a contract entered into by any state agency for the procurement or laundering of apparel, 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 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 employee, subcontractor, subcontractor employee, or agent violates these provisions or specified provisions, including, among others, notifying its employees of the actions that will be taken against the employee or agent for violations.</p> <p>Existing law authorizes certain sanctions to be imposed if a contractor knew or should have known that the apparel, garments, corresponding accessories, equipment, materials, or supplies furnished to the state were laundered or produced in violation of specified conditions, including, among others, voiding the contract under which the prohibited apparel, garments, or corresponding accessories, equipment, materials, or supplies were laundered or provided at the option of the state agency and removing the contractor from the bidder's list for a period not to exceed 360 days.</p> <p>This bill would authorize additional sanctions, including, among others, requiring a contractor to remove a contractor employee from the performance of the contract, requiring the contractor to terminate a</p>	3/17/2025	Referred to Coms. on G.O. and Committee on Labor and Employment	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB381">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB381</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>subcontractor, and suspending contract payments until the contractor has taken appropriate remedial action. The bill would also specify that these requirements govern contracts and subcontracts entered into by a state agency, regardless of place of performance.</p> <p>Existing law authorizes a contractor to request a hearing before an administrative law judge when sanctions are imposed. Existing law requires the administrative law judge to consider any measures the contractor has taken to ensure compliance with the above-described provisions and authorizes the administrative law judge to waive any or all sanctions if it is determined that the contractor has acted in good faith.</p> <p>This bill would authorize the administrative law judge to additionally consider mitigating factors and aggravating factors, as specified.</p> <p>Existing law authorizes a state agency that investigates a complaint against a contractor for violation of the above-described provisions to limit its investigation to evaluating the information provided by the person or entity submitting the complaint and information provided by the contractor.</p> <p>This bill would authorize the state agency to limit its investigation to credible information. The bill would require the contracting officer, upon receipt of credible information regarding a violation of specified provisions, to promptly notify the state agency with oversight, the agency debarring and suspending official, and law enforcement officials with jurisdiction over the alleged offense, as specified. The bill would authorize the contracting officer to direct the contractor to take specific steps to abate the alleged violation or enforcement of the requirements of its compliance plan.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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>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 annually disclose to the emissions reporting organization, as defined, or the state board all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined.</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, or for the purpose of reporting offsets against any of a reporting entity's greenhouse gas emissions as part of reporting required pursuant the Climate Corporate Data Accountability Act, authorize only qualified carbon dioxide removal, as defined, to be used to reduce 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>	3/17/2025	Set for hearing April 2.	<a href="https://leginfo.ca.gov/legislator/faces/ILNavClient.xhtml?bill_id=202520260SB285">https://leginfo.ca.gov/legislator/faces/ILNavClient.xhtml?bill_id=202520260SB285</a>	
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>	3/17/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/legislator/faces/ILNavClient.xhtml?bill_id=202520260AB555">https://leginfo.ca.gov/legislator/faces/ILNavClient.xhtml?bill_id=202520260AB555</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.340: General plans: housing element: emergency shelter.	<p>Existing law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Existing law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Existing law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs, including by identifying one or more zoning designations that allow residential uses, including mixed uses, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit and that are suitable for residential uses. Existing law requires an emergency shelter to include other interim interventions, including, but not limited to, a navigation center, bridge housing, and respite or recuperative care.</p> <p>This bill would additionally require an emergency shelter to include all services provided onsite, including the addition or expansion of services that are consistent with certain written, objective standards. By imposing a higher level of service on cities and counties in preparing and adopting a general plan, this bill would impose a state-mandated local program.</p> <p>Existing law requires the Department of Housing and Community Development to administer the Emergency Housing and Assistance Program. Under the program, moneys from the continuously appropriated Emergency Housing and Assistance Fund are available for the purposes of providing shelter, as specified, to homeless persons at as low of a cost and as quickly as possible, without compromising the health and safety of shelter occupants, to encourage the move of homeless persons from shelters to a self-supporting environment as soon as possible, to encourage provision of services for as many persons at risk of homelessness as possible, to encourage compatible and effective funding of homeless services, and to encourage coordination among public agencies that fund or provide services to homeless individuals, as well as agencies that discharge people from their institutions. Existing law defines "emergency shelter" to mean, in part, housing with minimal supportive services for homeless persons that is limited to occupancy of 6 months or less by a homeless person.</p> <p>This bill would modify that definition to mean housing with supportive services for homeless persons that is limited to occupancy of 6 months or less by a homeless person.</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. 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>	3/17/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB340">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB340</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.780: Disability access: construction-related accessibility claims: notice of violation and opportunity to correct.	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. 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.	3/17/2025	Referred to Committee on Judiciary	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB780">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB780</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.902: Transportation planning and programming: barriers to wildlife movement.	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate. By imposing additional duties on local entities, the bill would impose a state-mandated local program.</p> <p>The bill would authorize metropolitan planning organizations and regional transportation agencies, in implementing the above-described requirements, to consult with specified entities and incorporate relevant information, guidelines, and standards from specified sources.</p> <p>Under existing law, the Department of Fish and Wildlife (DFW) has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Existing law authorizes DFW to approve compensatory mitigation credits for wildlife connectivity actions taken under specified programs. This bill would require regional transportation agencies, in consultation with DFW, to perform an assessment, containing specified information, to identify potential wildlife connectivity barriers and any needs for improved permeability regarding any specified transportation infrastructure project located in a connectivity area beginning the project initiation phase on or after January 1, 2026, as provided. The bill would also require the regional transportation agency to submit the assessment to DFW, to remediate barriers to wildlife connectivity in conjunction with the project, as necessary, and to publish on its internet website a list of all of the transportation infrastructure projects that require remediation, as provided. By imposing additional duties on local entities, the bill would impose a state-mandated local program</p> <p>This bill would authorize regional transportation agencies to use compensatory mitigation credits if DFW concurs with the use of those credits. The bill would also make related findings and declarations. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	3/17/2025	Referred to Coms. on TRANS. and Committee on Local Government	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB902">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB902</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.559: Electricity: deenergization events: communications.	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, 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, at the start of a deenergization event, an electrical corporation to immediately notify local emergency management organizations and local utility districts about the impacts of the deenergization, 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 in real-time, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, at the start of a deenergization event, an electrical corporation to publish and make available real-time weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous weather conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays. 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 financial penalties. Under existing law, a violation of any order, decision, rule, direction, demand, or requirement of the commission is a crime.</p> <p>Because this bill requires action by the commission to implement its requirements, and because a violation of that action would be a crime, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/17/2025	Set for hearing March 24.	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB559">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB559</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.544: Railroad crossings: permit applications: review.	<p>Under existing law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission.</p> <p>This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.</p>	3/17/2025	Set for hearing March 24.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB544">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB544</a>	
A.B.1070: Transit districts: governing boards: compensation: nonvoting members.	<p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided.</p> <p>This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit 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. 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>	3/17/2025	Referred to Coms. on Committee on Local Government and TRANS.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1070">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1070</a>	Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.1423: Transportation electrification: charging station uptime: regulations: violations.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations. Existing law requires that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024.</p> <p>This bill would delete the latter requirement. The bill would instead require, for electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, the uptime recordkeeping and reporting standards to apply for a minimum of 6 years unless the Energy Commission decides a longer time span is more appropriate.</p> <p>Existing law requires the Energy Commission, in consultation with the Public Utilities Commission, to adopt tools to increase charging station uptime, as provided, and, by January 1, 2025, set standards for how specified charging stations are required to notify customers about the availability and accessibility of publicly available charging infrastructure.</p> <p>This bill would instead require the Energy Commission, in consultation with the Public Utilities Commission, to adopt tools to increase uptime for all charging stations and set standards for how all charging stations are required to notify customers about the availability and accessibility of publicly available charging infrastructure. The bill would authorize the Energy Commission to adopt regulations establishing an administrative enforcement process for a violation of a regulation adopted pursuant to that requirement and for the assessment of an administrative civil penalty not to exceed \$2,500 for each violation, as provided. The bill would also authorize the Energy Commission, if it finds that a violation of specified regulations has occurred or is threatening to occur, to refer the matter to the Attorney General to petition a court to enjoin the violation. The bill would authorize the court to grant prohibitory or mandatory injunctive relief and assess a civil penalty, as provided. The bill would require that those penalties and other costs be deposited into the General Fund.</p>	<p>3/17/2025</p>	<p>Referred to Coms. on Committee on Transportation and U. &amp; E.</p>	<p><a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1423">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1423</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 January 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>	3/17/2025	Referred to Coms. on AGRI. and Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1486">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1486</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 the commission to have the final authority regarding the content and approval of the local alternative transportation improvement program, and would prohibit the commission from approving the local alternative transportation improvement program after July 1, 2030. 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 the approved local alternative transportation improvement program and would exempt those funds from the fair share distribution formulas that would otherwise apply to state transportation funds.</p>	3/17/2025	Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1343">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1343</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.11: Artificial intelligence technology.	<p>(1)Existing law prohibits the false impersonation of another person in either their personal or official capacity with the intent to steal or defraud, as specified. This bill would define various terms related to artificial intelligence and synthetic content, and would clarify that use of such synthetic content, as specified, is deemed to be a false personation for purposes of these and other criminal provisions.</p> <p>(2)Existing law creates a civil cause of action against any person who knowingly uses the name, voice, signature, photograph, or likeness of another person, without their consent, for specified purposes. When a photograph or likeness of an employee of the person using the photograph or likeness appearing in an advertisement or other publication is incidental and not essential to the purpose of the publication, existing law establishes a rebuttable presumption affecting the burden of producing evidence that failure to obtain the consent of an employee was not a knowing use of an employee’s photograph or likeness. This bill would clarify that, for purposes of this cause of action, a synthetic voice or likeness that a reasonable person would believe to be a genuine voice or likeness, is deemed to be the voice or likeness of the person depicted. The bill would also remove the provisions establishing the rebuttable presumption when an employee’s likeness or photograph appears in an advertisement or other publication.</p> <p>(3)Existing law governs the admissibility of evidence in court proceedings. Existing law prescribes procedures for the authentication of photographs and audio and video recordings. This bill would require the Judicial Council, by no later than January 1, 2027, to review the impact of artificial intelligence on the introduction of evidence in court proceedings and develop any necessary rules of court to assist courts in assessing claims that evidence that is being introduced has been generated by or manipulated by artificial intelligence.</p> <p>(4)Existing law establishes the Department of Consumer Affairs within the Business, Consumer Services, and Housing Agency to protect and promote the interests of consumers. Existing law places certain requirements on various specified businesses, including household movers, tanning facilities, video arcades, and tax preparers. This bill would require, by December 1, 2026, any person or entity that sells or provides access to any artificial intelligence technology that is designed to create synthetic content, as defined, to provide a consumer warning that misuse of the technology may result in civil or criminal liability for the user. The bill would require the Department of Consumer Affairs to specify the form and content of the consumer warning and post it on a publicly accessible page of its internet website by July 1, 2026. The bill would also impose a civil penalty for violations of the requirement.</p>	3/13/2025	Set for hearing April 1.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB11">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB11</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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>	3/13/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB10">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB10</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.71: California Environmental Quality Act: exemptions: transit projects.	<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. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.</p> <p>CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects, such as pedestrian and bicycles facilities, transit prioritization projects, public projects for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, and public projects for the construction or maintenance of infrastructure of facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, as provided. CEQA requires, except as provided, those exempted projects to be carried out by a local agency and meet certain requirements, including certain labor requirements.</p> <p>This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would exempt from the requirements of CEQA a public project for the improvement of bus rapid transit, bus, microtransit, paratransit, or light rail service, including the operation and maintenance, public projects for the improvement, institution, or increase of shuttles and ferries, and for the maintenance, construction, or rehabilitation of stops that will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain vehicles, rail or cable cars, rolling stock, or vessels, as provided. The bill would exclude from this exemption certain public projects for the construction or rehabilitation of a ferry terminal, as provided.</p> <p>The bill would exempt a project carried out by a public transit agency conducted in compliance with specified regulations of the State Air Resources Board relating to commercial harbor craft and in-use locomotives. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.</p> <p>Existing law requires a CEQA exempt project exceeding specified dollar amounts to meet certain criteria, as provided.</p> <p>This bill would instead require a CEQA exempt project that is, based on the project engineer's cost estimate, anticipated to exceed a specified dollar amount, to meet certain criteria, as provided. The bill would require the Office of Land Use and Climate Innovation, beginning January 1, 2026, and every two years thereafter, to adjust these amounts to reflect changes in the California Consumer Price Index, and publish the updated</p>	3/13/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Environmental Quality	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB71">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB71</a>	Co-Sponsor

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>amounts on its internet website. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.370: California Public Records Act: cyberattacks.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided.</p> <p>This bill would revise the definition of unusual circumstances as it applies to a state of emergency to require the state of emergency, in addition to currently affecting the agency’s ability to timely respond to requests as described above, to also require the state of emergency to directly affect the agency’s ability to timely respond to requests as described above. By restricting the time period in which a local agency may respond to requests, thus increasing the duties of local officials, this bill would create a state-mandated local program.</p> <p>This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request.</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. This bill would make legislative findings to that effect.</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 the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	<p>3/13/2025</p>	<p>Re-referred to Committee on Appropriations</p>	<p><a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB370">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB370</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1141: Alameda-Contra Costa Transit District: board of directors: election: compensation.	<p>Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district.</p> <p>This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program.</p> <p>Existing law authorizes compensation of no more than \$1,000 per month for each director and authorizes the board of directors to adjust this monthly compensation based upon the percentage increase in the California Consumer Price Index for each calendar year following the operative date of the last adjustment, as provided. Existing law prohibits the adjustment from becoming effective until the next regular election of the directors following adoption of the adjustment.</p> <p>This bill instead would authorize the board to adjust the monthly compensation based upon the percentage increase in the California Consumer Price Index for the previous calendar year. The bill instead would prohibit the adjustment from becoming effective until the first day of the new fiscal year following adoption of the adjustment.</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. 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>	3/13/2025	Referred to Coms. on Committee on Local Government and TRANS.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1141">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1141</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1340: Metropolitan Transportation Commission: duties.	<p>The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity.</p> <p>This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it 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. 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>	3/13/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1340">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1340</a>	
A.B.1237: County of Los Angeles: sporting events: ticket charge: public transit.	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority (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 authorize LA Metro to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games, as specified. The bill would require LA Metro to use any revenues collected from that charge to support its transit operations. The bill would require LA Metro, if it imposes this charge, to allow any person to use its transit services at no charge on the day of a sporting event in the County of Los Angeles for the 2026 FIFA World Cup or the 2028 Olympic and Paralympic Games if the person presents a ticket to that sporting event at the location where LA Metro collects fares for transit services.</p>	3/13/2025	Referred to Coms. on Transportation and A., E., S., & T.	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1237">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1237</a>	Support (Proposed)

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1421: Vehicles: Road Usage Charge Technical Advisory Committee.	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. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	3/13/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/pub/01_01_bill_202501_0141_0149_bill_20250260AB14_21.html">https://leginfo.ca.gov/pub/01_01_bill_202501_0141_0149_bill_20250260AB14_21.html</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 in which the final decision significantly modifies the proposed decision issued in the proceeding, the bill would require the court to presume the proposed decision to be valid and lawful and to issue the writ unless the commission rebuts the presumption to the satisfaction of the court in justifying the final decision.</p> <p>Existing law authorizes the commission to fix the rates and charges for public utilities, including electrical corporations, and requires those rates to be just and reasonable.</p> <p>This bill would prohibit the commission from authorizing electrical corporations to recover from their ratepayers the costs associated with seeking judicial review of a commission's decision from a federal agency, or a state or federal court. The bill would require the electrical corporation to track those costs. 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/13/2025	Referred to Coms. on U. & E. and Committee on Judiciary	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1222">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1222</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.703: Ports: truck drivers.	<p>Existing law regulates the operation of ports and harbors. Existing law requires a person providing labor or services for remuneration to be considered an employee rather than an independent contractor unless the hiring entity demonstrates that certain conditions are satisfied, including that the person is free from the control and direction of the hiring entity in connection with the performance of the work, both under the contract for the performance of the work and in fact.</p> <p>This bill would require a trucking company and a truck driver who is not classified as an employee by a trucking company to provide to a port, before a truck driver enters the port, certain information related to the truck driver's legal classification as either an employee or an independent contractor, including a sworn affirmation by a trucking company that the trucking company is withholding all required taxes from the wages of any truck driver who is considered an employee under state law. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. The bill would punish a person who provides false or misleading information for the purpose of representing compliance with the bill with a certain civil penalty, as prescribed.</p> <p>This bill would require a port to disclose, in a prominent place on its internet website, information provided by a trucking company that uses the port, including, but not limited to, whether the trucking company uses employees, independent contractors, or both. The bill would prohibit a port from granting entry to a trucking company if the trucking company has not provided to the port the information that is required to be disclosed on the port's internet website. The bill would impose a penalty of \$60,000 on a port for each trucking company that is granted entry to the port in violation of that prohibition.</p> <p>This bill would require a port, on or before the 15th of each month, to provide to the Labor Commissioner specified information regarding each truck that entered the port during the prior month. The bill would require a port, upon request of the Labor Commissioner, to provide additional information regarding a truck that entered the port.</p> <p>By imposing new duties on ports, 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. This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.</p> <p>With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	3/13/2025	Re-referred to Coms. on TRANS. and Committee on Labor, Public Employment and Retirement	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB703">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB703</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.748: Encampment Resolution Funding program: cars and recreational vehicles.	Existing law establishes the Encampment Resolution Funding program, administered by the Department of Housing and Community Development, to increase collaboration between the council, local jurisdictions, and continuums of care for, among other things, assisting local jurisdictions in ensuring the safety and wellness of people experiencing homelessness in encampments. This bill would additionally include, as a program purpose, assisting local jurisdictions with the removal and storage of cars and recreational vehicles, as specified, and assisting local jurisdictions with increasing safe parking site hours, as purposes of the program. The bill would define encampments to include people using cars and recreational vehicles for temporary shelter along public roads.	3/13/2025	Set for hearing April 7.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB748">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB748</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.1305: Air pollution control and air quality management districts: permit information: internet website.</p>	<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>Existing law establishes the Office of Data and Innovation within the Government Operations Agency for the purpose of delivering better government services to the people of California through technology and service innovation, data, and design.</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 use a template developed by the Office of Data and Innovation to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits. The bill would require the Office of Data and Innovation to consult with local community groups when determining how best to design the template so that air district permit information is presented in a specified manner. By adding to the duties of these districts, 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	<p>3/13/2025</p>	<p>Referred to Committee on Natural Resources</p>	<p><a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1305">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1305</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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>	3/12/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Environmental Quality	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB2">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB2</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.79: Planning and zoning: housing development: transit-oriented development.	<p>(1)Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified.</p> <p>This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above.</p> <p>(2)Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. 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, as specified, and requires the appropriate council of local 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 locality in the region.</p> <p>Existing law, the Housing Accountability Act, among other things, requires a local agency that proposes to disapprove a housing development project, as defined, or to impose a condition that the project be developed at a lower density to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist if that project complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization may bring an action to enforce, as provided, and provides for penalties if the court finds that the local agency is in violation of specified provisions of the act.</p> <p>This bill would require that a residential development proposed within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development, if the development complies with applicable requirements, as specified. The bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and liable for penalties, as provided. The bill would specify that the a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements under that law.</p>	3/12/2025	Re-referred to Coms. on HOUSING and Committee on Local Government	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB79">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB79</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>The bill would require a proposed development to comply with specified requirements under existing law relating to the demolition of existing residential units. The bill would also authorize a transit agency to adopt objective standards for both residential and commercial development proposed pursuant to these provisions if the development would be constructed on land owned by the transit agency or on which the transit agency has a permanent operating easement, provided that the objective standards allow for the same or greater development intensity as allowed by local standards or applicable state law.</p> <p>The bill would require the Department of Housing and Community Development to oversee compliance with the bill's provisions, including, but not limited to, promulgating specified standards relating to the inventory of land included within a county's or city's housing element. The bill would permit a local government to adopt an ordinance to implement these provisions, as provided, and would require the local government to submit a copy of this ordinance to the department within 60 days of adoption and the department to review the ordinance for compliance, as specified. If the department finds an ordinance is out of compliance, and a local government does not take specified steps to address compliance, the bill would require the department to notify the local government in writing and authorize the department to notify the Attorney General, as provided.</p> <p>The bill would define various terms for its purposes and make related findings and declarations.</p> <p>The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p> <p>(3)Existing law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, or other passenger rail service, that will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way.</p> <p>This bill would exempt from CEQA a public or private residential, commercial, or mixed-used project that, at the time the project application is filed, is located entirely or principally on land owned by a public transit agency, or fully or partially encumbered by an existing operating easement in favor of a public transit agency, and meets specified requirements. The bill would provide that, for a project that requires the construction of new passenger rail storage and maintenance facilities at a publicly or privately owned offsite location distinct from the principal project site, that project would be considered a wholly separate project from the project described in these provisions and shall not be exempt from CEQA.</p> <p>(4)By increasing the duties of local officials, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p> <p>This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/12/2025	Set for hearing April 2.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB252">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB252</a>	
S.B.783: Outdoor advertising displays: redevelopment agency project areas.	<p>The Outdoor Advertising Act provides for the regulation by the Department of Transportation of an advertising display, as defined, within view of public highways. The act regulates the placement of an off-premises advertising display along highways that generally advertises business conducted or services rendered or goods produced or sold at a location other than the property where the display is located. The act does not apply to an on-premises advertising display, which generally advertises business conducted, services rendered, or goods produced or sold at the location where the display is located. However, the act authorizes an off-premises advertising display developed as part of and within the boundary limits of a redevelopment agency project, as those boundaries existed on December 29, 2011, to continue to exist and be considered an on-premises display if it meets certain criteria, and authorizes such a display to remain until January 1, 2026.</p> <p>This bill would extend by 4 years, until January 1, 2030, the authorization to remain for an off-premises advertising display developed as part of and within the boundary limits of a redevelopment agency project, as described above.</p>	3/12/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB783">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB783</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.801: Greenhouse gases: reduction.	<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>This bill would state the intent of the Legislature to enact subsequent legislation that would require the state to consider any potential cost burden to Californians as it works on achieving its climate goals, including its greenhouse gas emissions goals and standards under the California Global Warming Solutions Act of 2006.</p>	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB801">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB801</a>	
S.B.833: Artificial intelligence: critical infrastructure.	<p>Existing law, the Generative Artificial Intelligence Accountability Act, among other things, requires the Department of Technology, under the guidance of the Government Operations Agency, the Office of Data and Innovation, and the Department of Human Resources, to update the report to the Governor, as required by Executive Order No. N-12-23, as prescribed, and requires the Office of Emergency Services to perform, as appropriate, a risk analysis of potential threats posed by the use of generative AI to California's critical infrastructure, including those that could lead to mass casualty events.</p> <p>This bill would declare the intent of the Legislature to enact subsequent legislation that would prohibit artificial intelligence from making a plan or executing a plan on critical infrastructure.</p>	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB833">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB833</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.714: Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	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. 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.	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB714">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB714</a>	
S.B.827: Office of Land Use and Climate Innovation: State Environmental Goals and Policy Report.	Existing law establishes the Office of Land Use and Climate Innovation within the Governor’s office to provide long-range planning and research and to serve as the comprehensive state planning agency. Existing law requires the Governor to prepare and maintain a comprehensive State Environmental Goals and Policy Report, consistent with specified state planning priorities. This bill would make nonsubstantive changes to those provisions.	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB827">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB827</a>	
S.B.767: Energy: transportation fuels: supply.	Existing law establishes the State Energy Resources Conservation and Development Commission. Existing law requires major oil producers, refiners, marketers, oil transporters, oil storers, pipeline operators, and ports to annually submit certain information to the commission. This bill would state the intent of the Legislature to enact subsequent legislation that would require the commission, based on data collected on crude deliveries, to determine if crude pipeline deliveries to refineries are reaching minimum throughput levels that would cause a shutdown of those pipelines, and, if the commission determines that there is a sufficient danger to the operation of a pipeline that could cause it to shut down, to provide notice to the Governor and the Legislature of potential gasoline supply disruptions.	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB767">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB767</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.819: California Environmental Quality Act.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage. This bill would make nonsubstantive changes to those findings and declarations and to the statement of intent.	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB819">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB819</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.707: Open meetings: meeting and teleconference requirements.	<p>(1)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.</p> <p>This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program.</p> <p>(2)Existing law requires a legislative body of a local agency or its designee, at least 72 hours before a regular meeting, to post an agenda that meets specified requirements, including that the agenda contain a brief general description of each item of business to be transacted or discussed at the meeting, as specified.</p> <p>This bill would also require the agenda to be provided in English and in all other languages spoken jointly by 20% or more of the population in the county in which the local agency is located that, among other things, speaks English less than “very well,” as specified. By imposing additional agenda requirements on legislative bodies of local agencies, this bill would impose a state-mandated local program.</p> <p>Existing law requires every agenda for regular meetings to provide an opportunity for members of the public to directly address the legislative body on any item of interest of the public, as specified. Existing law specifies that the agenda is not required to provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, as specified.</p> <p>This bill would remove the provision related to an item that has already been considered by a committee.</p> <p>(3)Existing law authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified general requirements, including that the local agency 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 authorizes members who are outside the jurisdiction of a health authority, as defined, that conducts a teleconferencing meeting to, notwithstanding the above-described general teleconference provisions, count towards the establishment of a quorum when participating in the teleconference if, among other things, at least 50 percent of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction.</p> <p>Existing law, authorizes, in certain circumstances, the legislative body of a local agency to use specified alternative teleconferencing which include provisions related to, among others, notice of the means by which members of the public may access the meeting and offer public comment and identifying and including an opportunity for all persons to attend via a call-in option or an internet-based service option. Those circumstances in which the legislative body of a local agency is authorized to use the alternative teleconferencing provisions include specified circumstances relating to a</p>	3/12/2025	Referred to Coms. on Committee on Local Government and JUD.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB707">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB707</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>state of emergency, as defined, and, until January 1, 2026, subject to specified limitations, a member’s need to participate remotely due to just cause or emergency circumstances, as defined.</p> <p>Existing law also authorizes certain eligible legislative bodies, including neighborhood councils and student body associations and student-run community college organizations to, until January 1, 2026, use alternate teleconferencing if, among other requirements, the city council or board of trustees, as applicable, has adopted an authorizing resolution and of the neighborhood city council or specified student organization, as applicable, votes to use alternate teleconference provisions, as specified.</p> <p>This bill would revise and recast the above-specified alternative teleconferencing provisions to uniformly apply certain noticing, accessibility, and public commenting provisions. The bill would require a legislative body of a local agency that elects to use teleconferencing pursuant to these alternative teleconferencing provisions to comply with specified requirements, including that the legislative body provides at least either two-way audiovisual platform or two-way telephonic service and a live webcasting of the meeting as a means by which the public may, among other things, remotely hear and visually observe the meeting, and</p> <p>that a member of the legislative body who participates in a teleconference meeting from a remote location is listed in the minutes of the meeting. The bill would require the local agency to identify and make available to legislative bodies a list of meeting locations that the legislative bodies may use to conduct their meetings.</p> <p>The bill would instead authorize a health authority, as defined, to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions.</p> <p>The bill would revise and recast the alternative teleconferencing provisions applicable in a state of emergency, as defined. The bill would also include a local emergency, as defined, as a circumstance in which a legislative body of a local agency is authorized to use the alternative teleconferencing provisions.</p> <p>The bill would revise and recast the alternative teleconferencing provisions applicable in cases of a member’s need to participate remotely due to just cause or emergency circumstances, as defined, to remove the provision applicable to emergency circumstances and to broaden the definition of just cause to include a physical or family medical emergency that prevents a member from attending in person. The bill would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.</p> <p>The bill would revise and recast the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations and would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.</p> <p>The bill would, until January 1, 2030, also authorize specified subsidiary bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the subsidiary body designates a primary physical meeting location where members of the public may physically attend, observe, hear, and participate in the meeting, as specified.</p> <p>The bill would, until January 1, 2030, also authorize specified multijurisdictional bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the eligible multijurisdictional body has adopted a resolution that authorizes the multijurisdictional body to use teleconferencing at a regular meeting in</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>open session.</p> <p>(4)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>(5)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. This bill would make legislative findings to that effect.</p> <p>(6)The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p> <p>(7)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.755: California Procurement Climate Information 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 Air Resources 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 states the intent of the Legislature for all state agencies, as defined, to aim to achieve net-zero emissions of greenhouse gases resulting from their operations, including scope 1 and scope 2 emissions, no later than January 1, 2035, or as soon as feasible thereafter. Existing law requires the Department of General Services, in consultation with the State Air Resources Board, in making progress toward the above-described goal, to, among other things, publish on its internet website or other publicly available location an inventory of the greenhouse gas emissions of state agencies for the prior calendar year, as specified.</p> <p>Existing law, the Buy Clean California Act, requires the Department of General Services, by January 1, 2022, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with specified requirements. By January 1, 2025, and every 3 years thereafter, existing law requires the department to review the maximum acceptable global warming potential for each category of eligible materials, as provided.</p> <p>This bill, the California Procurement Climate Information Act, would require the department, beginning January 1, 2027, to require a large contractor and significant contractor, as defined, to report their greenhouse gas emissions and climate-related financial risk, as specified. The bill would require the report to include, 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>	3/12/2025	Referred to Coms. on G.O. and Committee on Environmental Quality	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB755">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB755</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.743: Planning and Zoning Law: workforce housing: teachers.	<p>The Planning and Zoning Law, until January 1, 2036, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record a land use restriction or covenant providing that any lower or moderate-income housing units remain available at affordable housing costs, as specified.</p> <p>This bill would declare the Legislature’s intent to enact subsequent legislation to expand the above-described authorization for streamlined, ministerial approval of a multifamily housing development to include workforce housing for teachers.</p>	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB743">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB743</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.809: Employees and independent contractors: construction trucking.	<p>(1)Existing law, as established in the case of Dynamex Operations W. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for those purposes.</p> <p>Existing law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the “ABC” test, as described above. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification.</p> <p>Existing law exempts specified occupations and business relationships from the application of Dynamex and the provisions described above.</p> <p>This bill would provide that mere ownership of a vehicle, including a personal vehicle or a commercial vehicle, or other tools, used by a person in providing labor or services for remuneration does not make that person an independent contractor.</p> <p>(2)Existing law establishes the Motor Carrier Employer Amnesty Program administered by the Labor Commissioner and the Employment Development Department. Pursuant to the program, notwithstanding any law, a motor carrier performing drayage services may be relieved of liability for statutory or civil penalties associated with the misclassification of commercial drivers as independent contractors if the motor carrier enters into a settlement agreement with the commissioner, with the cooperation and consent of the department, prior to January 1, 2017, whereby the motor carrier agrees to classify all of its commercial drivers as employees, and the settlement agreement contains prescribed components, including, but not limited to, an agreement by the motor carrier to pay all wages, benefits, and taxes owed, if any.</p> <p>This bill would establish a similar program, known as the Construction Trucking Employer Amnesty Program, to be administered by the commissioner and the department. Under the bill, an eligible construction contractor would be relieved of liability for statutory or civil penalties associated with the misclassification of construction drivers as independent contractors, if the eligible construction contractor executes a settlement agreement with the commissioner, with the cooperation and consent of the department, prior to January 1, 2027, whereby the eligible construction contractor agrees to properly classify all drivers performing construction work on their behalf as employees and the settlement agreement contains prescribed components, including, but not limited to, an agreement by the motor carrier to pay all wages, benefits, and taxes owed, if any.</p> <p>(3)Existing law requires an employer to indemnify their employee for all necessary expenditures or losses incurred by the employee in direct consequence of the discharge of their duties, or of their obedience to the directions of the employer, as provided.</p> <p>This bill would provide that the duty of an employer to indemnify their employee for all necessary expenses or losses applies to the use of a vehicle or other tools owned by an employee and used by that employee in the discharge of their duties. The bill would provide that, with respect to construction trucking, a commercial motor vehicle driver who owns the truck, tractor, trailer, or other commercial</p>	3/12/2025	Referred to Coms. on Committee on Labor, Public Employment and Retirement and JUD.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB809">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB809</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	vehicle that they use in the discharge of their duties as an employee working for an employer would be entitled to reimbursement for the use, upkeep, and depreciation of that truck, tractor, trailer, or other commercial vehicle, as provided.				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.782: Enhanced infrastructure financing district.	Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district, with a governing body referred to as the public financing authority, to finance public capital facilities and specified other projects that provide significant benefits to the district or surrounding community. Existing law makes findings and declarations related to these provisions. This bill would make additional findings and declarations that public benefits will accrue if local agencies, excluding schools, are provided a means to, among other things, mitigate wildfires by financing heavy equipment for vegetation clearance, undergrounding of local publicly owned electric utilities, and other firefighting equipment.	3/12/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB782">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB782</a>	
S.B.34: Ports: emissions: intermodal goods movement stakeholder group.	Existing law regulates the operation of ports and harbors. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources and generally designates the State Air Resources Board as the state agency with primary responsibility for the control of vehicular air pollution. This bill would require the state board to establish an intermodal goods movement stakeholders group consisting of, among others, a member from each specified port district. By requiring a port district to participate in the group, the bill would impose a state-mandated local program. The bill would require the group to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions and specifies actions to be taken to reduce port emissions and port-related emissions when the thresholds are reached, as specified. The bill would require the group to submit a report to the Legislature, on or before January 31, 2027, with its findings, recommendations, and the plan. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	3/11/2025	Set for hearing April 2.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB34">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB34</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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>	3/11/2025	From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To consent calendar. (Ayes 14. Noes 0.) (March 11). Re-referred to Committee on Appropriations	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB70">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB70</a>	
S.B.76: Vehicles: registration fees and penalties.	<p>Existing law imposes renewal fee penalties for late payment of vehicle registration except in limited specified cases. Existing law authorizes the Department of Motor Vehicles to waive the registration penalties accrued before the purchase of a vehicle upon payment for the fees for registration due, if the transferee or purchaser was not aware that the fees were unpaid. Existing law also authorizes the department to waive the registration fees that became due before the purchase of the vehicle if the transferee or purchaser was not aware that the fees were unpaid and the license plate assigned to the vehicle displays a validating device issued by the department that contains the year number of the registration year for which the transferee or purchaser is requesting a waiver of fees. Existing law further provides that these unpaid fees and penalties are the personal debt of the transferor of the vehicle and may be collected by the department in an appropriate civil action if the department has waived the fees and penalties.</p> <p>This bill would instead require the department to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued before the purchase of the vehicle. The bill would require the department to create a system to collect these delinquent fees and penalties from the seller or transferor. The bill would repeal the provision authorizing the department to collect the waived fees and penalties in a civil action. These provisions would become operative on January 1, 2030.</p>	3/11/2025	Set for hearing March 25.	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB76">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB76</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.607: California Environmental Quality Act: categorical exemptions: infill projects.	<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. CEQA requires the Office of Land Use and Climate Innovation to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those proposed guidelines. CEQA requires those adopted guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and exempts those classes of projects from CEQA, commonly known as categorical exemptions.</p> <p>This bill would require a lead agency to limit the scope of an environmental impact report to the condition of a categorical exemption that the lead agency determines, after a preliminary review of the project, disqualifies the project from eligibility under the categorical exemption, if the lead agency determines that the project meets all other conditions of the categorical exemption except for the one condition that disqualifies it, as specified. The bill would require that a lead agency's determination to adopt a negative declaration or mitigated negative declaration be upheld if there is a fair argument that substantial evidence supports the determination. The bill would provide that these provisions do not apply to a project to construct or that is related to a distribution center or oil and gas infrastructure. The bill would exempt from the requirements of CEQA, except as provided, a rezoning that is consistent with an approved housing element. Because the bill would require a lead agency to determine the applicability of this exemption, the bill would impose a state-mandated local program.</p> <p>This bill would require the office, on or before July 1, 2026, to map the eligible urban infill sites within every incorporated city in the state, as provided. The bill would require the office, on or before July 1, 2026, to prepare, develop, and transmit to the agency for certification and adoption refinements to the infill development project categorical exemption, as provided. The bill would provide that specified regulations related to the significant effect exception to the use of a categorical exemption do not apply to an infill project that meets all conditions of the infill development project categorical exemption. The bill would require, if an infill project is not eligible for the infill development project categorical exemption, only the reasons for the ineligibility be subject to CEQA review. The bill would provide that these provisions do not apply to a project to construct or that is related to a distribution center or oil and gas infrastructure. CEQA requires an action or proceeding to attack, review, set aside, void, or annul certain acts or decisions of a public agency to be commenced according to specified processes, including that at the time that the action or proceeding is filed, the plaintiff or petitioner shall file a request that the respondent public agency prepare the record of proceedings relating to the subject of the action or proceeding, and requires the record of proceedings to include specified items and materials, including, among other things, all internal agency communications, including staff notes and memoranda related to the project or to compliance with CEQA, but excluding communications that are of a logistical nature, as specified.</p> <p>This bill would also exclude communications of persons tangential to or far removed from project</p>	3/11/2025	Set for hearing April 2.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB607">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB607</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>decisionmaking from the materials to be included in the record of proceedings, except as provided.            This bill would require, except as provided, if an action or proceeding alleging that a lead agency improperly applied to a project a statutory or categorical exemption is successful, the subsequent environmental review for the project be limited to the facts the action or proceeding relied upon that disqualified the project from the statutory or categorical exemption.            The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.            This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1223: Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.	<p>The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax for transportation purposes subject to voter approval and other specified requirements. Pursuant to that authority, the county board of supervisors of the County of Sacramento created the Sacramento Transportation Authority (STA).</p> <p>This bill would establish requirements under the act specific to STA, including provisions pertaining to contracting, allowable expenditures of tax revenues, and the terms and compensation of its governing board. The bill would expand the authority of STA by, among other things, authorizing it to condemn property and to develop and operate toll facilities under specified laws. The bill would also authorize STA to impose a transactions and use tax under the act in a geographic area that comprises less than the total area of the County of Sacramento, subject to the approval of voters within that area and other specified requirements.</p>	3/11/2025	Re-referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1223">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1223</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.684: Polluters Pay Climate Superfund Act of 2025.	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to 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. 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 responsible party listed, which represents the responsible party's proportionate share of the total damage amount. The bill would require responsible parties to pay their cost recovery demand, as provided. The bill would require the collected cost recovery demands to be deposited in the Polluters Pay Climate Superfund Fund, which the bill would create in the State Treasury. The bill would, upon appropriation by the Legislature, require moneys in the fund be expended for, among other things, qualifying expenditures, which the bill would define to include expenditures for projects and programs to mitigate, adapt, or respond to the damages and costs caused to the state from climate change. The bill would require the agency to determine the initial implementation costs for the act, as provided, and would require the agency to assess an amount allocated equitably among responsible parties to cover those costs.</p> <p>This bill would require the Director of Finance, within 45 days of the effective date of the act, to perform an initial assessment of the reasonable and appropriate initial implementation costs that will be incurred</p>	3/11/2025	Set for hearing April 2.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB684">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB684</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	by the agency. This bill would declare that it is to take effect immediately as an urgency statute.				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.676: California Environmental Quality Act: responsible agency.	<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. CEQA defines “responsible agency” for purposes of the act to include a public agency, other than a lead agency, that has responsibility for, among other things, approving a project.</p> <p>This bill would expand the definition of “responsible agency” to include a public agency, other than the lead agency, that has responsibility for permitting a project. To the extent this bill would impose new duties on local agencies related to new responsible agency designations, 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/11/2025	Set for hearing April 2.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB676">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB676</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.417: Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.	<p>(1)Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, including acquisition, construction, or repair of commercial structures by the small business occupant of such structures, if such acquisition, construction, or repair is for purposes of fostering economic recovery from the COVID-19 pandemic, as specified, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district.</p> <p>This bill would revise these provisions to instead authorize the designation of a proposed enhanced infrastructure financing district to finance capital facilities or other specified projects for the acquisition, construction, or repair of commercial structures by the small business occupant of such structures, as described above, if such acquisition, construction, or repair is for purposes of fostering economic recovery of a community, as specified.</p> <p>Existing law requires the public financing authority of an enhanced infrastructure financing district to hold a meeting and 3 public hearings on a proposed infrastructure financing plan, as provided. Existing law requires the public financing authority to review the enhanced infrastructure financing plan at least annually and to make any amendments, as specified. Existing law authorizes amendments to an approved infrastructure financing plan, as described, subject to approval by a majority vote of the governing board at a public hearing held following the provision of a 30 day mailed notice, as described. Existing law requires amendments that propose the increase of the limit of the total number of dollars in local taxes allocation to the plan to be adopted in accordance with all notices and hearing requirements for the affected landowners and residents within the proposed additional territory applicable to an initial proposed enhanced infrastructure financing plan.</p> <p>This bill would instead authorize the amendments, as specified, or the addition of a participating taxing entity and its representatives as members of a public financing authority after the date of district formation, to be approved by a majority vote of the public financing authority at a public hearing held following the provision of a 30-day mailed notice, as described above. The bill would instead require amendments that propose the increase of the limit of the total number of dollars in local taxes allocation to the plan, except where the increase is the result of an affected taxing entity agreeing to participate in the existing district and the plan is amended, as specified, to be adopted in accordance with all notices and hearing requirements, as described above.</p> <p>Existing law requires a public financing authority to adopt an annual report on or before June 30 of each year after holding a public hearing.</p> <p>This bill would instead require a public financing authority to adopt an annual report within 7 months of the close of each fiscal year after holding a public hearing.</p> <p>If, after the date of district formation, an affected taxing entity adopts a resolution approving the plan and to participate in the division of taxes used to finance an enhanced infrastructure financing district, existing law requires the division of taxes to be based upon the last equalized assessment roll that is used for the district, as specified.</p> <p>This bill would additionally authorize an affected taxing entity to, at any time after the date of district formation, approve the plan and participate in the division of taxes used to finance the activities of a district, by adopting a resolution of the governing body.</p>	3/10/2025	Re-referred to Committee on Local Government	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB417">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB417</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>(2)Existing law authorizes the creation of community revitalization and investment authorities, as specified, to carry out a community revitalization plan within a community revitalization and investment area. Existing law requires not less than 70% of the land calculated by census tracts, census block groups, as defined, or any combination of both within the area to be characterized by specified conditions, including the annual median household income that is less than, at the option of the authority, 80% of the statewide, countrywide, or citywide annual median income and three of four conditions, including deteriorated commercial or residential structures.</p> <p>This bill would instead require not less than 60% of the land calculated by census tracts, census block groups, as defined, or any combination of both within the area to be characterized by either of the two specified conditions, including the annual median household income that is less than, at the option of the authority, 80% of the statewide, countrywide, or citywide annual median income or three of four conditions, including deteriorated commercial or residential structures. The bill would make related technical, nonsubstantive changes.</p> <p>Existing law requires a community revitalization authority to consider adoption of a community revitalization plan at 3 public hearings, as specified. Existing law requires a community revitalization authority to post a notice of each meeting or public hearing, as specified, in an easily identifiable and accessible location on the authority’s internet website and to mail a written notice of the meeting or public hearing to each owner of land and each resident at least 10 days prior to the meeting or public hearing. Existing law also requires notice of each public hearing to be published in a newspaper of general circulation, as specified.</p> <p>This bill would instead require a community revitalization authority to consider adoption of a community revitalization plan at 2 public hearings, as specified, and would make conforming changes. As an alternative to mailing separate mailed notices prior to the meeting or public hearing, this bill would authorize the authority to mail a notice to each landowner, resident, and affected taxing entity at least 40 days before the meeting, as specified. The bill would require the designated contact person, as described, to assemble and maintain an email contact list of all landowners, residents, and other interested parties who have expressed interest in receiving information and materials. Except for the newspaper notices, as described above, the bill would require a notice required by the above-described provisions to be provided in English and in all other languages spoken jointly by 20% or more of the population in the jurisdiction of the county of the proposed district that speaks English less than “very well” and jointly speaks a language other than English, as specified.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.830: State highways: encroachment permits: relocating or removing encroachments: public utility districts.	Existing law establishes the Department of Transportation and vests it with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to issue written permits to, among other things, place, change, or renew an encroachment. Existing law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment.	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB830">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB830</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.939: The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety.</p> <p>This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements.</p> <p>The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.</p>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB939">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB939</a>	Sponsor

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.861: Community colleges: students: public transportation: Los Angeles Community College District.</p>	<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 (“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 establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by LA Metro, and (2) establishing 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. This bill would appropriate \$2,500,000 from the General Fund to the Los Angeles Community College District and LA Metro to develop and implement the free transit pass program and the student ambassador program, respectively. The funds appropriated by the bill would be applied toward the minimum funding requirements for school districts and community college districts imposed by Section 8 of Article XVI of the California Constitution.</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. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>	<p>3/10/2025</p>	<p>Referred to Coms. on Higher ED. and Committee on Transportation</p>	<p><a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB861">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB861</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.954: State transportation improvement program: bicycle highway pilot program.	<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.</p> <p>This bill would require the department to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California’s major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified. The bill would require the department, on or before July 1, 2031, to report to the relevant policy committees of the Legislature on the status of the pilot program and recommendations for the development of additional networks of bicycle highways.</p>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB954">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB954</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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.</p> <p>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>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1058">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1058</a>	
A.B.1114: Emergency vehicles: fee and toll exemptions.	<p>Existing law exempts from the fees imposed under the Vehicle Code, except as specified, any vehicle owned by a public fire department organized as a nonprofit corporation or a voluntary fire department and used exclusively for firefighting or rescue purposes or exclusively as an ambulance. Existing law also provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police."</p> <p>This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and emergency identification, including, but not limited to, "Ambulance."</p>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1114">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1114</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1014: Traffic safety: speed limits.	<p>Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Existing law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances.</p> <p>This bill would authorize the department to additionally lower or retain the speed limit.</p> <p>Existing law authorizes a local authority, if it finds the speed limit derived from the 85th percentile to be higher than reasonable or safe, to reduce the speed limit an additional 5 miles per hour for specified reasons, including, but not limited to, that the portion of highway is designated as a safety corridor, as defined by the department. Existing law also authorizes a local authority to retain or restore the immediately prior adopted speed limit under specified circumstances.</p> <p>This bill would similarly authorize the department to set, on a highway that is not a freeway, a speed limit, or retain or restore the immediately prior adopted speed limit under specified circumstances. The bill would authorize an additional reduction of 5 miles per hour in the speed limit for the reasons in existing law or if a local jurisdiction has reasonable concerns related to the safe crossing of the section of highway, as specified. The bill would specify additional considerations for the department when defining "safety corridor."</p> <p>Under certain circumstances, existing law authorizes a local authority to set, by ordinance, a 25- or 20-mile-per-hour facie speed limit on specified highways.</p> <p>This bill would similarly authorize the department to set, by regulation, for a highway that is not a freeway, a 25- or 20-mile-per-hour prima facie speed limit.</p> <p>Existing law requires a local authority to issue warning citations for specified speed limit violations for the first 30 days that a lower speed limit is in effect.</p> <p>This bill would instead impose this requirement on any peace officer.</p>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1014">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1014</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1136: California Workforce Development Board: high road training partnerships.	Existing law establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Existing law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Existing law also requires the board to assist in developing standards, procedures, and criteria for defining, among other things, high road training partners, as specified. Existing law defines “high road training partnership” to mean an initiative or project that models strategies for developing industry-based, worker-focused training partnerships, including labor-management partnerships. Existing law further describes high road training partnerships as operating via regional, industry- or sector-based training partnerships comprised of employers, workers, and their representatives including organized labor, community-based organizations, education, training, and social services providers, and labor market intermediaries, as specified. This bill would expand the description of “high road training partnership” to include operating via a partnership across multiple industry sectors, as defined.	3/10/2025	Referred to Committee on Labor and Employment	<a href="https://leginfo.ca.gov/pub/03_01_2025/bil_0101_0136_bill_0136_0136.html">https://leginfo.ca.gov/pub/03_01_2025/bil_0101_0136_bill_0136_0136.html</a>	
A.B.1290: High-Speed Rail Authority: Senate confirmation.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/pub/03_01_2025/bil_0101_0136_bill_0136_0190.html">https://leginfo.ca.gov/pub/03_01_2025/bil_0101_0136_bill_0136_0190.html</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. 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. 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. 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>	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1268">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB1268</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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.	3/10/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1174">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1174</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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.</p> <p>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>	3/10/2025	Referred to Committee on Labor and Employment	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1198">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1198</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.73: California Environmental Quality Act: exemptions.	<p>(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified.</p> <p>This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. The bill would additionally require the project site to have been previously developed or to be a vacant site meeting certain requirements. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.</p> <p>(2)CEQA exempts from its requirements agricultural employee housing projects, affordable housing projects, and housing projects on infill sites that meet certain requirements, including, among others, the site is not located within the boundaries of a state conservancy. CEQA prohibits those exempt projects from being located in certain areas.</p> <p>This bill would allow the location of agricultural employee housing projects, affordable housing projects, and housing projects on infill sites to be located within the boundaries of a state conservancy in order to be exempt. The bill would revise and recast the areas in which those exempt projects cannot be located, as provided.</p> <p>(3)CEQA exempts from its requirements residential projects on infill sites that meet certain requirements, including, among others, that the location of the residential project on an infill site is no more than 4 acres and that the project is located within mile of a major transit stop.</p> <p>This bill instead would require that the location of a residential project on an infill site be no more than 5 acres. The bill would additionally exempt those residential projects located in a very low vehicle travel area, as defined.</p> <p>(4)CEQA exempts from its requirements a transit priority project meeting certain requirements and that is declared by a legislative body to be a sustainable communities project. CEQA prohibits a transit priority project declared to be a sustainable communities project from being located in certain areas and requires the project to be within mile of a rail transit station or a ferry terminal included in a regional transportation plan or within mile of a high-quality transit corridor included in a regional transportation plan.</p> <p>This bill would revise and recast the areas in which the transit priority project declared to be a sustainable communities project cannot be located, as provided. The bill would additionally authorize the transit priority project declared to be a sustainable community project if the project is located within a very low</p>	3/13/2025	March 19 set for second hearing canceled at the request of author.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB73">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB73</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>vehicle travel area, as defined. The bill would additionally require the site for the transit priority project to have been previously developed or to be a vacant lot meeting certain requirements.</p> <p>(5) This bill would require a lead agency approving a project that is exempt from CEQA under the provisions described in paragraphs (1), (3), and (4) above to file with the Office of Land Use and Climate Innovation a notice of exemption. By imposing additional duties on the lead agency, this bill would impose a state-mandated local program.</p> <p>(6) 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>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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.</p>	3/7/2025	Set for hearing March 25.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB688">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB688</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.7: Employment: automated decision systems.	<p>Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency.</p> <p>Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations.</p> <p>This bill would require an employer, or a vendor engaged by the employer, to provide a written notice that an ADS, for the purpose of making employment-related decisions, is in use at the workplace to all workers that will be directly or indirectly affected by the ADS, as specified. The bill would require the employer or vendor to maintain a list of all ADS currently in use and would require the notice to include the updated list. The bill would prohibit an employer or vendor from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.</p> <p>This bill would require an employer or vendor to provide a written notice to a worker that has been affected by an employment-related decision made by an ADS, and provide that worker with a form or a link to an electronic form to appeal the decision within 30 days of the notification. The bill would require an employer or vendor to respond to an appeal within 14 business days, designate a human reviewer who meets specified criteria to objectively evaluate all evidence, and rectify the decision within 21 business days if the human reviewer determines that the employment-related decision should be overturned.</p> <p>This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill. The bill would require the Labor Commissioner to enforce the bill's provisions, as specified, and would authorize a public prosecutor or any worker who has suffered a violation or their representative to bring a civil action. The bill would set forth specified types of relief that a plaintiff may seek and that an employer that violates these provisions is subject to, including a \$500 civil penalty per violation.</p> <p>This bill would declare that its provisions are severable.</p>	3/6/2025	From committee with author's amendments. Read second time and amended. Re-referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB7">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB7</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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>	3/6/2025	Re-referred to P. Committee on Elections and Redistricting	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB340">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB340</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.544: Electric bicycles: required equipment.	<p>(1)Existing law requires a bicycle, as defined, operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. By expanding the requirements for equipping an electric bicycle, the violation of which would be a crime, this bill would expand an existing crime, thereby imposing a state-mandated local program.</p> <p>(2)Existing law requires a minor to wear a properly fitted and fastened helmet when engaged in specified activities, including operating a bicycle, nonmotorized scooter, or skateboard or wearing in-line or roller skates, and requires that the helmet meet the standards of the American Society for Testing and Materials or the United States Consumer Product Safety Commission. Existing law prohibits a record of a violation of those provisions from being transmitted to the court and prohibits the imposition of a fee if the parent or guardian of the minor delivers proof that the minor has a helmet that meets specific standards and has completed a bicycle safety course, as specified. Existing law prohibits a person from selling or offering for sale a helmet that does not meet these safety standards. Existing law makes a violation of these provisions an infraction punishable by a fine of not more than \$25, except as specified. This bill would require a minor to wear a properly fitted and fastened helmet that meets specified standards when operating an electric bicycle. For a violation of these provisions, the bill would prohibit a record of a violation from being transmitted to the court and the imposition of a fee if the parent or guardian of the minor delivers proof that the minor has a helmet that meets the specified safety standards and has completed a specialized electric bicycle safety course, as specified. This bill would also specify that the specialized electric bicycle safety course developed by the Department of the California Highway Patrol satisfies the requirement that a person complete a bicycle safety course. The bill would prohibit a person from selling or offering to sell a helmet for an electric bicycle that does not meet the specified safety standards. By imposing new requirements with respect to electric bicycles, the violation of which would be an infraction, this bill would impose a state-mandated local program.</p> <p>(3)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/6/2025	Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB544">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB544</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. Existing law makes it a crime to violate, or fail to comply with, any provision of the Vehicle Code or any local ordinance adopted pursuant to this code.</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 autonomous vehicles without a human operator on any highway within the State of California. The bill would exclude the transportation of prepared meals and food intended for immediate consumption from restaurants or food establishments directly to consumers from this prohibition. The bill would declare that a violation of this prohibition is not a crime, and instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions. This bill would make technical, nonsubstantive changes to these provisions.</p>	3/5/2025	Re-referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB33">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB33</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.226: California FAIR Plan Association.	<p>The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate in administering a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Existing law requires the association’s plan of operation and any amendment to the plan to be approved by the Insurance Commissioner. Existing law establishes the California Infrastructure and Economic Development Bank and authorizes it to issue bonds to provide funds for the payment of costs of a project for a participating party or upon request by a state entity.</p> <p>This bill would authorize the association, if granted prior approval from the commissioner, to request the California Infrastructure and Economic Development Bank to issue bonds, and would authorize the bank to issue those bonds to finance the costs of claims, to increase liquidity and claims-paying capacity of the association, and to refund bonds previously issued for that purpose. The bill would specify that the association is a participating party and that financing all or any portion of the costs of claims or to increase liquidity and the claims-paying capacity of the association is a project for bond purposes. The bill would authorize the bank to loan the proceeds of issued bonds to the association, and would authorize the association to enter into a loan agreement with the bank and to enter into a line of credit agreement with an institutional lender or broker-dealer.</p> <p>This bill would require the association, if the above-described bonds, loan agreements, or lines of credit received the prior approval of the commissioner, to assess members in the amounts and at the times necessary to timely pay in full all obligations of the association with respect to those bonds, loan agreements, or lines of credit and related agreements, as specified.</p> <p>Existing law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, for the purpose of implementing the objectives of the bank.</p> <p>To the extent that the bill would result in additional revenues being deposited into the California Infrastructure and Economic Development Bank Fund, the bill would make an appropriation.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	3/5/2025	From committee: Do pass and re-refer to Committee on Appropriations (Ayes 12. Noes 0.) (March 5). Re-referred to Committee on Appropriations	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB226">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB226</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.74: Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.	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. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. 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.	3/13/2025	March 19 set for first hearing canceled at the request of author.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB74">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB74</a>	
A.B.406: Energy: transportation fuels assessment.	Existing law requires the State Energy Resources Conservation and Development Commission, on or before January 1, 2024, and every 3 years thereafter, to submit an assessment related to transportation fuels to the Legislature, as specified. This bill would require the commission, beginning with the first assessment submitted after January 1, 2025, to propose recommendations for implementing solutions to mitigate any impacts described in the assessment, and would authorize the commission to request information from the State Air Resources Board, the Geologic Energy Management Division, and other relevant state agencies in preparing the recommendations and the assessment. The bill would require those entities to provide information the commission deems necessary.	3/5/2025	Re-referred to U. & E.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB406">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB406</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.545: High-speed rail: economic opportunities.	<p>Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. 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 Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.</p>	3/5/2025	Referred to Coms. on TRANS. and Committee on Local Government	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB545">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB545</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.549: Second Neighborhood Infill Finance and Transit Improvements Act.	<p>Existing law authorizes the legislative body of a city or a county, defined to include a city and county, to establish an 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.</p> <p>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>	3/5/2025	Referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB549">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB549</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.671: Pedestrian crossing signals.	<p>Under existing law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified.</p> <p>Upon the first placement or replacement of a traffic-actuated signal, as specified, existing law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, existing law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, existing law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD).</p> <p>At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates “WALK” or “DON’T WALK” intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews. The bill would require local agencies to report the implementation of LPIs at locations where local agencies are operating state-owned traffic-actuated signals so these locations can be included in the TMS inventory database. By placing new requirements on local agencies, this bill 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. 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>	3/5/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB671">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB671</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.677: Housing development: streamlined approvals.	<p>(1)Existing law, the Planning and Zoning Law, requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements. This bill would require ministerial approval for proposed housing developments containing no more than 2 residential units on any lot hosting a single-family home or zoned for 4 or fewer residential units, notwithstanding any covenant, condition, or restriction imposed by a common interest development association.</p> <p>Existing law prohibits ministerial approval for proposed housing developments that would require the demolition or alteration of housing that, among other things, has been occupied by a tenant in the last three years.</p> <p>This bill would provide an exception to that prohibition for housing located in a county subject to a state of emergency declaration, as specified. The bill would also provide an exemption to the prohibition if a structure on the development site that includes at least one housing unit was involuntarily damaged or destroyed by an earthquake, other catastrophic event, or the public enemy.</p> <p>Existing law authorizes a local agency to impose objective zoning standards, objective subdivision standards, and objective design review standards on the proposed housing development, except as specified, including that (1) the imposed standards may not have the effect of physically precluding a unit from being at least 800 square feet in floor area, (2) a local agency's authority to impose, among other things, setbacks, is restricted, and (3) the local agency is prohibited from imposing standards that do not apply uniformly to development within the underlying zone.</p> <p>This bill would revise and recast those provisions to, among other things, as to the exceptions specified above, raise the minimum size of a unit to 1,750 net habitable square feet, revise a local agency's authority to impose setbacks, and, in addition to objective standards, prohibit a local agency from imposing permitting requirements that do not apply uniformly to development within the underlying zone, except as specified. The bill would prohibit a local agency from imposing a low-income deed restriction or covenant that restricts rents, as specified. The bill would prohibit local agencies from using or imposing any standards other than those provided by its provisions.</p> <p>Existing law authorizes a local agency to adopt an ordinance to implement these provisions.</p> <p>This bill would require a local agency that has adopted an ordinance to submit a copy of that ordinance to the Department of Housing and Community Development within 60 days after adoption, as specified. The bill would authorize the department to review the ordinance and submit written findings to the local agency as to whether the ordinance is in compliance with these provisions. Should the department conclude an ordinance is not in compliance, the bill would establish a process for the department to notify the local agency and the local agency to amend the ordinance or adopt the ordinance without changes, as provided. The bill would require the local agency to include the ordinance with the annual housing element report.</p> <p>The bill would prohibit a local agency from denying a proposed housing development due to the presence of preexisting issues under specified conditions, including that the issues do not present a threat to public health and safety.</p> <p>The bill would also require a local agency to provide applicants with a single application for a housing development that falls under these provisions and also involves an urban lot split to review both applications concurrently.</p> <p>This bill would prohibit the imposition of an impact fee, as defined, upon a proposed housing</p>	3/5/2025	Referred to Coms. on HOUSING and Committee on Local Government	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB677">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB677</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>development that is less than 1,750 square feet and require any impact fees imposed on proposed developments of 1,750 square feet or greater to be charged proportionately.</p> <p>(2)The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. These standards include that, among other things, the development is subject to a requirement mandating a minimum percentage of below market rate housing because the locality’s latest production report reflects there were fewer units of affordable housing issued building permits than required for the regional housing needs assessment cycle for that period and the project seeking approval dedicates 50 percent of the units to affordable housing, as specified. The standards include that the development is not located on a site that meets specified environmental criteria. The standards also include that the development is not located on a site that would require the demolition of specified types housing, including, among others, a historic structure that was placed on a national, state, or local historic register.</p> <p>The bill would revise the first planning standard so that it would be met if a development meets the above-described criteria and dedicates 20 percent of the units to affordable housing, as specified. The bill would revise the second planning standard so that it would be met if a development is not located within a site that meets specified criteria. The bill would revise the third planning standard to instead include a development is not located on a site that would require the demolition of a property individually listed on the National Register of Historic Places or the California Register of Historical Resources historic or of a contributing structure located within a historic district included on the National Register of Historic Places or the California Register of Historical Resources. The bill would also exempt a proposed housing development from restrictions on demolition if a structure on the development site that includes at least one housing unit was involuntarily damaged or destroyed by an earthquake, other catastrophic event, or the public enemy.</p> <p>Existing law provides that a development is consistent with the objective planning standards in these provisions if there is substantial evidence that would allow a reasonable person to conclude that the development is consistent and prohibits a local government from determining a development is in conflict on a specified basis, as provided.</p> <p>This bill would require the local government to bear the burden of proof in any evaluation of a development related to compliance with objective planning standards related to specified environmental criteria, as provided. The bill would require a local government to demonstrate, with a preponderance of the evidence, that the development does not comply with the applicable environmental criteria established under state or federal law, as provided.</p> <p>Existing law defines a “reporting period” as either the first or last half of the regional housing needs assessment cycle.</p> <p>This bill would require the reporting period to instead include each quarter of the regional housing needs assessment cycle.</p> <p>(3)The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency’s processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. Existing law requires a local agency to ministerially approve a parcel map for an urban lot split that meets certain requirements, including that one parcel is not smaller than 40% of the lot area of the original parcel and the owner of the parcel being subdivided has not</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>previously subdivided an adjacent parcel using an urban lot split, as provided.</p> <p>This bill would remove the requirement that one parcel of a split lot be no smaller than 40% of the lot area of the original parcel and would exempt both newly created lots from following certain additional requirements, as specified. The bill would also remove the prohibition against owners who have previously subdivided an adjacent parcel using an urban lot split.</p> <p>Existing law prohibits ministerial approval for a proposed urban lot split that would require the demolition or alteration of housing that, among other things, has been occupied by a tenant in the last three years. The bill would exempt a lot split from restrictions on demolition if a structure on the development site that includes at least one housing unit was involuntarily damaged or destroyed by an earthquake, other catastrophic event, or the public enemy.</p> <p>Existing law authorizes a local agency, except as provided, to impose objective zoning standards, objective subdivision standards, and objective design review standards related to the design or improvements of a parcel subject to an urban lot split, including that the imposed standards may not have the effect of physically precluding a unit being constructed on either of the resulting parcels from being at least 800 square feet. Existing law allows a local agency to require specified conditions when considering an application for a parcel map for an urban lot split, including access requirements.</p> <p>This bill would revise and recast those provisions to, among other things, prohibit a local agency from imposing standards that would have the effect of physically precluding an urban lot split from occurring or a unit being constructed on either of the resulting parcels from being at least 1,750 net habitable square feet. The bill would also revise and recast the restrictions on a local agency's authority to impose a setback, as provided. The bill would prohibit a local agency from imposing a driveway requirement width requirement, as provided.</p> <p>This bill would specify that a local agency's access requirement may not physically preclude the lot split from occurring if another access method would facilitate the lot split.</p> <p>The bill would require a local agency to provide applicants with a single application for an urban lot split that falls under these provisions and also includes a proposed housing development that falls under the provisions discussed above to review both applications concurrently.</p> <p>Under existing law, a local agency must require an applicant for an urban lot split to sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal residence, as specified.</p> <p>This bill would remove the requirement that an applicant sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal residence and prohibit a local agency from using or imposing any additional standards, except as specified.</p> <p>Existing law authorizes a local agency to adopt an ordinance to implement these provisions.</p> <p>This bill would require a local agency that has adopted an ordinance to submit a copy of that ordinance to the Department of Housing and Community Development within 60 days after adoption, as specified. The bill would authorize the department to review the ordinance and submit written findings to the local agency as to whether the ordinance is in compliance with these provisions. Should the department conclude an ordinance is not in compliance, the bill would establish a process for the department to notify the local agency and the local agency to amend the ordinance or adopt the ordinance without changes, as provided.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>The bill would require a local agency to ministerially review a condominium map that would subdivide a specified housing development, as provided. The bill would prohibit the imposition of an impact fee upon an urban lot split, as specified.</p> <p>(4)Existing law authorizes a local agency, by ordinance, to provide for the creation of accessory dwelling units (ADUs) in areas zoned for residential use and requires ministerial approval of ADUs, as specified. Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law makes void and unenforceable any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in a planned development, and any provision of a governing document, that effectively prohibits or unreasonably restricts the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned for single-family residential use that meets the above-described requirements established for those units, except as provided.</p> <p>This bill would, additionally, apply the above-described provisions to housing developments and urban lot splits receiving ministerial approval, as specified.</p> <p>(5)Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and prescribes the powers and responsibilities of the commission with regard to the regulation of development along the California coast. The act prohibits a local coastal program from being required to include housing policies and programs.</p> <p>This bill would express the intent of the Legislature to achieve the goal of increasing the supply of housing in the coastal zone while also protecting coastal resources and public coastal access, as provided. On or by July 1, 2026, the bill would require any local government in the coastal zone that has not done so to submit an amendment to its local coastal program that harmonizes the act with the provisions of this bill concerning ministerial approval of proposed housing developments and urban lot splits, as provided. The bill would specify criteria that would allow a local government’s amendment to be processed as de minimis, as specified.</p> <p>Existing law specifies that proposed housing developments and urban lot splits considered ministerially under the provisions of this bill may be required to obtain a coastal development permit, but a local agency is not required to hold public hearings for coastal development permit applications, as provided. This bill would instead specify that these provisions do not relieve a proposed housing development’s or urban lot split’s requirement to obtain a coastal development permit if the proposed activity would take place in the coastal zone, as provided.</p> <p>(6)The bill would define key terms and make nonsubstantive and conforming changes.</p> <p>(7)By increasing the duties of local agencies with respect to land use regulations, the bill would impose a state-mandated local program.</p> <p>(8)The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p> <p>(9)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.692: Recreational vehicles, trailers, and oversized vehicles.	Existing law requires the Department of the California Highway Patrol to regulate the safe operation of specified vehicles including, among others, trucks and trailers, as specified, buses, and a combination of a motortruck and a vehicle or vehicles that exceeds 40 feet in length when coupled together. Existing law prohibits a recreational vehicle, as defined, that is designed to be towed from being manufactured for sale in this state, sold, leased, or rented unless it is equipped with a safety connection, as specified. This bill would state the intent of the Legislature to enact legislation relating to vehicles, including, but not limited to, recreational vehicles, trailers, and oversized vehicles.	3/5/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB692">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB692</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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.</p> <p>The bill would prohibit the commission from using any funds from electric ratepayers to implement these requirements, as provided.</p> <p>Under existing law, the Geologic Energy Management Division in the Department of Conservation regulates the drilling, operation, maintenance, and abandonment of oil and gas wells in the state. This bill would require the division to provide a link on its internet website to air quality emissions data associated with the transportation of oil imported into the state.</p> <p>Existing law vests the Energy Commission with various responsibilities for developing and implementing the state's energy policies.</p> <p>This bill would require the Energy Commission to prominently display on the front page of 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 and a report describing the refinery storage costs as determined by the Energy Commission, as specified. The bill would also require a report produced by the Energy Commission estimating gasoline price breakdowns and margins to include the cost of shipping oil. The bill would prohibit the commission from using any funds from electric ratepayers to implement these requirements.</p>	3/3/2025	Set for hearing March 19.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB13">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB13</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. 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. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for 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>	3/3/2025	Set for hearing March 19.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB232">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB232</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.590: Social 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, 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 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.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	3/3/2025	Referred to Committee on Housing and Community Development	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB590">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB590</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.620: Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Existing law establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program (program) within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. This bill, for any regulation adopted to develop or implement the program, or other regulations that are regarding the procurement or use of medium- and heavy-duty zero-emission vehicles by a public or private fleet, would require the state board to consider specified things, including, among other things, the environmental and supply chain benefits of renting medium- and heavy-duty zero-emission vehicles compared to procuring them.	3/3/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB620">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB620</a>	
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.	3/3/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB658">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB658</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.761: Monterey-Salinas Transit District: retail transactions and use tax.	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties related to public transit service. Existing law prohibits the district from imposing sales or special taxes, but authorizes the district, with the concurrence of a majority of the member jurisdictions represented on the board of directors, to submit a ballot measure for the imposition of those taxes to voters of the district.</p> <p>This bill would revise those provisions to instead authorize the district, upon the affirmative vote of at least of the board of directors, to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance in accordance with the Transactions and Use Tax Law. The bill would limit the tax rate under this authority to a rate of of 1% and would prohibit the district from submitting such a tax measure to the voters of the district on or after January 1, 2035. The bill would also specify that the tax rate imposed by the district would not be considered for purposes of the combined rate limit of 2% in each county for all taxes imposed pursuant to the Transactions and Use Tax Law.</p>	3/3/2025	Referred to Coms. on Committee on Local Government and Rev. & Tax.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB761">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB761</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.39: General plans: Local Electrification Planning Act.	<p>Existing law, the Planning and Zoning Law, requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified.</p> <p>This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. For these purposes, the bill would authorize a city, county, or city and county to incorporate by reference into the general plan a previously adopted similar plan that meets the above-described requirements, as specified. By increasing the duties of local public officials, the bill would establish a state-mandated local program.</p> <p>The bill would deem a plan adopted pursuant to these provisions as a regional plan for specified purposes. The bill would require that the above-described provisions only apply to a city, county, or city and county with a population greater than 75,000 residents. The bill would define terms for these purposes.</p> <p>The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	2/26/2025	Re-referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB39">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB39</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.445: Sustainable Transportation Project Permits and Cooperative Agreements.	<p>Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects.</p> <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, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way.</p> <p>This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. The bill would define "large sustainable transportation project" to mean a sustainable transportation project that, based on the project engineer's cost estimate at the time the lead agency completes environmental review, costs more than \$25,000,000, and meets other specified criteria.</p> <p>This bill would require a lead agency to provide a written notice with specified information to a third-party entity regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. Within 30 calendar days of receiving that notice, the bill would require the third-party entity to provide a written response to the lead agency, as provided, and, within 30 calendar days of determining the notice is complete, would require the third-party entity to take certain actions, including providing as-built plans to the lead agency for all third-party entity facilities that will be impacted by the work described in the written notice. The bill would also prohibit a third-party entity from requiring, among other things, as a condition for issuance of certain permits, conformance with or the performance of any conditions, except under certain circumstances.</p> <p>This bill would require a lead agency responsible for a large sustainable transportation project to seek to enter into a cooperative agreement with each third-party entity through which the project passes. The bill would also require the lead agency to provide a written notice with specified information to the third-party entity of its intent to enter into a cooperative agreement with the third-party entity. Within 30</p>	2/26/2025	Referred to Coms. on TRANS. and Committee on Local Government	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB445">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB445</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>calendar days of receiving the notice, the bill would require the third-party entity to provide a written response to the lead agency, as provided, and within 60 calendar days of determining the notice is complete, would require the third-party entity to enter into a cooperative agreement with the lead agency that contains certain provisions, including that it meets applicable federal requirements, standards, or guidelines. The bill would also prohibit a third-party entity from requiring, among other things, as a condition to the issuance of certain permits, conformance with or the performance of any conditions that the third-party entity could have lawfully imposed as a condition to the design or construction of the project after the process described above is completed.</p> <p>By imposing additional duties on local entities, this bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>				
S.B.506: Transportation: omnibus bill.	<p>Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	2/26/2025	Referred to Committee on Transportation	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB506">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB506</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.472: Energy: offshore wind generation.	<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, the California Infrastructure Planning Act, requires the Governor to annually submit a 5-year infrastructure plan to the Legislature in conjunction with the Governor’s Budget. Under existing law, “infrastructure” means real property, including land and improvements to the land, structures and equipment integral to the operation of structures, easements, rights-of-way, and other forms of interest in property, roadways, and water conveyances.</p> <p>This bill would amend the definition of “infrastructure” described above to include port infrastructure for offshore wind energy development, and would require the 5-year infrastructure plan to include, beginning in the 2027–28 fiscal year, and contingent upon an appropriation for this purpose, an assessment of funding needs for port infrastructure for offshore wind energy development, as specified. The bill would require the Governor, in consultation with specified entities, to assess 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>	2/24/2025	Referred to Coms. on U. & E. and Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB472">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB472</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.486: Vehicles: sideshows and street takeovers.	<p>Existing law prohibits a person from engaging in, aiding, or abetting a motor vehicle speed contest on a highway or in an offstreet parking facility. Upon conviction, existing law punishes the person by imprisonment in a county jail for between 24 hours and 90 days, inclusive, by a fine between \$355 and \$1,000, inclusive, or by both that fine and imprisonment, except as specified. If the vehicle used in the violation was registered to the person who violated the prohibition, existing law also authorizes the impounding of the person’s vehicle for between 1 and 30 days. Existing law prohibits a person from engaging in, aiding, or abetting a motor vehicle exhibition of speed on a highway or in an offstreet parking facility. Upon conviction, existing law punishes the person by imprisonment in a county jail for not more than 90 days, by a fine of not more than \$500, or by both that fine and imprisonment. Existing law, commencing July 1, 2025, authorizes the court to order the privilege to operate a motor vehicle suspended for 90 days to 6 months and restrict the person’s operation of a motor vehicle for the purposes of the person’s employment if the violation of the prohibition on engaging in, aiding, or abetting a motor vehicle exhibition of speed on a highway or in an offstreet parking facility occurred as part of a sideshow, as defined.</p> <p>This bill would clarify that, for purposes of those prohibitions, aiding or abetting includes, but is not limited to, organizing, facilitating, encouraging, promoting, or instigating a violation as part of a sideshow. The bill would also specify that physical presence at the scene of a sideshow is not required to aid or abet. By expanding the prohibition on aiding or abetting to include an individual who aids or abets, but is not physically present at the scene of, a sideshow, 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	2/24/2025	Referred to Committee on Public Safety	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB486">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB486</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.507: Adaptive reuse: streamlining: incentives.	<p>(1)Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards, including that the development is a multifamily housing development that contains two or more residential units.</p> <p>This bill would deem an adaptive reuse project a use by right in all zones, regardless of the zoning of the site, and subject to a streamlined, ministerial review process if the project meets specified requirements, subject to specified exceptions. In this regard, an adaptive reuse project, in order to qualify for the streamlined, ministerial review process, would be required to be proposed for an existing building that is less than 50 years old or meets certain requirements regarding the preservation of historic resources, including the signing of an affidavit declaring that the project will comply with the United States Secretary of the Interior’s Standards for Rehabilitation for, among other things, the preservation of exterior facades of a building that face a street, or receive federal or state historic rehabilitation tax credits, as specified. The bill would require an adaptive reuse project to meet specified affordability criteria. In this regard, the bill would require an adaptive reuse project for rental housing to include either 8% of the unit for very low income households and 5% of the units for extremely low income households or 15% of the units for lower income households. For an adaptive reuse project for owner-occupied housing, the bill would require the development to offer either 30% of the units at an affordable housing cost to moderate-income households or 15% of the units at an affordable housing cost to lower income households. For an adaptive reuse project including mixed uses, the bill would require at least one-half of the square footage of the adaptive reuse project to be dedicated to residential uses.</p> <p>The bill would provide, among other things relating to projects involving adaptive reuse, that parking is not required for the portion of a project consisting of a building subject to adaptive reuse that does not have existing onsite parking. The bill would authorize an adaptive reuse project subject to these provisions to include the development of new residential or mixed-use structures on undeveloped areas and parking areas located on the same parcel as the proposed repurposed building, or on the parcels adjacent to the proposed adaptive reuse project site if certain conditions are met.</p> <p>The bill would authorize a local government to adopt an ordinance, as specified, to, among other things, specify the process and requirements applicable to adaptive reuse projects, as specified, and would require an adaptive reuse project to comply with all objective planning standards found in the ordinance.</p> <p>The bill would specify that nothing in its provisions relating to adaptive reuse projects is intended to preempt the adoption and implementation of a local ordinance that provides alternative procedures and substantive requirements for adaptive reuse projects, provided that the local ordinance does not prohibit an applicant from electing to pursue an adaptive reuse project, as specified.</p> <p>The bill would require a local agency that has not adopted an above-described ordinance to ministerially without discretionary review approve or disapprove applications for a permit to create or serve an adaptive reuse project, as specified. The bill would, if a local government’s planning director or equivalent position determines that the adaptive reuse project submitted pursuant to these provisions is consistent with the objective planning standards, require the local government to approve the adaptive reuse project within specified timeframes. The bill would require the local government staff or relevant local planning and permitting department, upon</p>	2/24/2025	Referred to Coms. on Committee on Housing and Community Development and L. GOV.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB507">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB507</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>determining that the adaptive reuse project is in conflict with any of the objective planning standards, to provide the proponent written documentation of, among other things, which standard or standards the development conflicts with within specific timeframes. The bill would prohibit a local government from imposing any local development standard on any project that is an adaptive reuse that would require alteration of the existing building envelope, except as specified, whether or not the local government has adopted an ordinance. By requiring local governments to implement the streamlined, ministerial review process for adaptive reuse projects, the bill would impose a state-mandated local program.</p> <p>This bill would, except as specified, exempt an adaptive reuse project from all impact fees that are not reasonably related to the impacts resulting from the change of use of the site from nonresidential to residential or mixed use and would require any fees charged to be roughly proportional to the difference in impacts caused by the change of use.</p> <p>This bill would authorize a city or county, or city and county, commencing in the 2026–27 fiscal year, to establish an adaptive reuse investment incentive program to pay adaptive reuse investment incentive funds to the proponent of an adaptive reuse project approved pursuant to the streamlined, ministerial process described above for up to 30 consecutive fiscal years, as specified. The bill would define “adaptive reuse investment incentive funds” to mean an amount up to or equal to the amount of ad valorem property tax revenue allocated to the participating local agency from the taxation of that portion of the total assessed value of the real and personal property of an adaptive reuse project property that is in excess of the qualified adaptive reuse project property’s valuation at the time of the proponent’s initial request for funding.</p> <p>The bill would define terms for these purposes, and would make findings and declarations related to its provisions.</p> <p>(2)Existing law, 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. CEQA does not apply to the approval of ministerial projects.</p> <p>This bill, by establishing the streamlined, ministerial review process described above, would exempt the approval of adaptive reuse projects subject to those processes from CEQA. The bill would also exempt specified findings regarding industrial uses and ordinances adopted to implement specified provisions from CEQA.</p> <p>(3)The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p> <p>(4)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for specified reasons.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.513: California Global Warming Solutions Act of 2006: scoping plan.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to 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.</p> <p>This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.</p>	2/24/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB513">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB513</a>	
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 reduce emissions of greenhouse gases. The bill would also revise the definition of “natural carbon sequestration” for purposes of the above-described provisions.</p>	2/24/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB491">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB491</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.476: Junk dealers and recyclers: nonferrous metals.	<p>Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk, as defined. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor.</p> <p>This bill, among other changes, would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. The bill would impose additional requirements on a junk dealer or recycler purchasing nonferrous metals, including obtaining proof of ownership showing the seller has lawful possession or lawful ownership of the nonferrous metals, as specified. The bill would prohibit a junk dealer or recycler from purchasing nonferrous metals from a person under 18 years of age. The bill would require a junk dealer or recycler to maintain the above-described information for at least one year, unless a longer period of time is specified, and would authorize any authorized law enforcement officer to conduct reasonable inspections during regular business hours to ensure compliance with applicable laws. By expanding the scope of a crime, the bill would impose a state-mandated local program.</p> <p>Existing law, the Contractors State License Law, establishes the Contractors State License Board to license and regulate contractors, and establishes the registrar of contractors as the executive officer and secretary of the board.</p> <p>This bill would prohibit a person from engaging in the sale of scrap metal copper without a valid license issued by the registrar. The bill would prescribe licensure requirements, including payment of a fee of up to \$500, to be deposited into the Contractors License Fund, a continuously appropriated fund, and would require a person to renew the license every year. By increasing moneys deposited into a continuously appropriated fund, the bill would make an appropriation. The bill would authorize the registrar to issue a license subject to restrictions or limitations or deny a license for specified reasons, including if the registrar determines the applicant is in violation of federal or state law. The bill exempt certain persons, including licensed electricians, from the licensure requirements.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	2/24/2025	Referred to Committee on Business, Professions and Consumer Protection	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB476">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB476</a>	
A.B.545: Vehicles: electric bicycles.	<p>Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts. A violation of the Vehicle Code is a crime.</p> <p>This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that is not physically capable of exceeding 750 watts of power.</p>	2/24/2025	Referred to Committee on Transportation	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB545">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB545</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.538: Public works: payroll records.	<p>Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires certified copies of records to be available upon request by the public and sets forth a process for the public to request the records either through the awarding body or the Division of Labor Standards Enforcement. Existing law makes any contractor, subcontractor, agent, or representative who neglects to comply with the requirements to keep accurate payroll records guilty of a misdemeanor.</p> <p>This bill would require the awarding body, if a request is made by the public through the awarding body and the body is not in possession of the certified records, to obtain those records from the relevant contractor and make them available to the requesting entity. The bill would authorize the Division of Labor Standards Enforcement to enforce certain penalties if a contractor fails to comply with the awarding body's request within 10 days of receipt of the notice. To the extent that this bill would impose additional duties on any contractor, subcontractor, agent, or representative, the bill would expand the scope of a crime and 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>	2/24/2025	Referred to Committee on Labor and Employment	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB538">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB538</a>	
A.B.1286: Political Reform Act of 1974: Fair Political Practices Commission.	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of political campaigns, lobbying, and other matters relating to governmental ethics and elections. The act establishes the Fair Political Practices Commission, which has the primary responsibility for the impartial, effective administration and implementation of the act.</p> <p>This bill would state the intent of the Legislature to enact legislation relating to the Fair Political Practices Commission.</p>	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1286">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1286</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1442: California Essential Worker and Economic Stabilization Act.	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 state the intent of the Legislature to enact the California Essential Worker and Economic Stabilization Act.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0140_0149_bill_20250260AB1442.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0140_0149_bill_20250260AB1442.html</a>	
A.B.1275: Regional housing needs: regional transportation plan.	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries. Existing law requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region’s existing and projected housing need, and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation to harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0140_0149_bill_20250260AB1275.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0140_0149_bill_20250260AB1275.html</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1244: Multifamily Housing Program: definitions.	Existing law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law defines various terms for purposes of that program, including “supportive housing.” This bill would make nonsubstantive changes to those definitions relating to the Multifamily Housing Program.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1244">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1244</a>	
A.B.1403: Building Homes and Jobs Trust Fund.	The Building Homes and Jobs Act (BHJA) creates in the State Treasury the Building Homes and Jobs Trust Fund and requires the moneys in the fund to be appropriated through the annual Budget Act or as prescribed in the BHJA. This bill would make nonsubstantive changes to that provision.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1403">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1403</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1243: Polluters Pay Climate Superfund Act of 2025.	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to 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. 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 responsible party listed, which represents the responsible party's proportionate share of the total damage amount. The bill would require responsible parties to pay their cost recovery demand, as provided. The bill would require the collected cost recovery demands to be deposited in the Polluters Pay Climate Superfund Fund, which the bill would create in the State Treasury. The bill would, upon appropriation by the Legislature, require moneys in the fund be expended for, among other things, qualifying expenditures, which the bill would define to include expenditures for projects and programs to mitigate, adapt, or respond to the damages and costs caused to the state from climate change. The bill would require the agency to determine the initial implementation costs for the act, as provided, and would require the agency to assess an amount allocated equitably among responsible parties to cover those costs.</p> <p>This bill would require the Director of Finance, within 45 days of the effective date of the act, to perform an initial assessment of the reasonable and appropriate initial implementation costs that will be incurred</p>	2/24/2025	Read first time.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1243">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1243</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>by the agency. This bill would declare that it is to take effect immediately as an urgency statute.</p>				
<p>A.B.1235: Public contracts: skilled and trained workforce requirement.</p>	<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. This bill would make a nonsubstantive change to those provisions.</p>	<p>2/24/2025</p>	<p>Read first time.</p>	<p><a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1235">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1235</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action		Source Link	Stance
		Date	Last Timeline Action		
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.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01251_01300_bill_20250260AB1257_000.html">https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01251_01300_bill_20250260AB1257_000.html</a>	
A.B.1381: Educational workforce housing.	The Teacher Housing Act of 2016 authorizes school districts to establish and implement programs that address the housing needs of teachers and school district employees who face challenges in securing affordable housing by leveraging programs and fiscal resources available to housing developers, promoting public and private partnerships, and fostering innovative financing opportunities. This bill would state the intent of the Legislature to enact subsequent legislation that would improve and expand opportunities for local educational agencies to develop educational workforce housing.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01381_01430_bill_20250260AB1381_000.html">https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01381_01430_bill_20250260AB1381_000.html</a>	
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.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01491_01540_bill_20250260AB1491_000.html">https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01491_01540_bill_20250260AB1491_000.html</a>	
A.B.1168: Vehicles: speed contests and exhibition of speed.	Existing law prohibits a person from engaging in, aiding, or abetting, a motor vehicle speed contest or motor vehicle exhibition of speed on a highway or in an offstreet parking facility. A violation of these provisions is punishable as a misdemeanor or felony, as specified. This bill would make technical, nonsubstantive changes to these provisions.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01168_01217_bill_20250260AB1168_000.html">https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01168_01217_bill_20250260AB1168_000.html</a>	
A.B.1432: Housing First.	Existing law requires a state agency or department that funds, implements, or administers a state program that provides housing or housing-related services to people experiencing homelessness or at risk of homelessness, except as specified, to revise or adopt guidelines and regulations to include enumerated Housing First policies. Existing law requires the Governor to create the California Interagency Council on Homelessness to oversee the implementation of the Housing First guidelines and regulations and, among other things, to identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. This bill would make technical, nonsubstantive changes to those provisions.	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01432_01481_bill_20250260AB1432_000.html">https://leginfo.ca.gov/pub/07_01_2025/bills_001_0100_01432_01481_bill_20250260AB1432_000.html</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.772: Infill Infrastructure Grant Program of 2019: applications: eligibility.	<p>Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and 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, in its review of applications, to rank affected qualifying infill projects 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 the department to administer an over-the-counter application process for specified grants under the program for capital improvement projects for small jurisdictions, as provided. For these purposes, existing law defines the term "qualifying infill area" as a contiguous area located within an urbanized area that meets one of specified alternative conditions, including that the capital improvement project for which funding is requested is necessary, as specified, to make the area suitable and available for residential development or to allow the area to accommodate housing for additional income levels, and the area may be included on an inventory of land in the housing element, as specified.</p> <p>This bill would expand the definition of "qualifying infill area" to additionally include a contiguous area located within an urbanized area for which the capital improvement project for which funding is requested under the program, as described above, is necessary, as provided, to make the area suitable and available for residential development pursuant to the Affordable Housing and High Road Jobs Act of 2022, which subjects a housing development to streamlined, ministerial approval under certain circumstances, as specified.</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, inclusion of not less than 15% of affordable units, as specified, and being located in an area designated for mixed-use or residential development, as specified.</p> <p>This bill, as an alternative to including at least 15% of affordable units, would allow a project under the program that is a by-right site and in compliance with certain provisions deeming a housing development an allowable use or subject to streamlined, ministerial approval, as specified, to meet the affordability requirements under those provisions. The 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 those provisions deeming a housing development an allowable use or subject to streamlined, ministerial approval, as specified.</p> <p>Existing law, for the purposes of the program, defines the term "capital improvement project" to include, among other things, streets, roads, or transit linkages or facilities, including, but not limited to, related</p>	3/12/2025	Referred to HOUSING.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB772">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB772</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>access plazas or pathways, bus or transit shelters, or facilities that support pedestrian or bicycle transit. Existing law also defines the term “urbanized area” as an incorporated city or, for sites in an unincorporated area, within a designated urban service area, as specified.</p> <p>This bill would revise the definition of “capital improvement project” to require that streets or roads funded under the program be publicly maintained and open to use of the public for purposes of vehicle travel and serve as a connector within a qualifying infill project or qualifying infill area. The bill would also expand the definition of “capital improvement project” to expressly include nature-based solutions that are proven to reduce the risk from climate change, as specified. The bill would also revise the definition of “urbanized area” to instead mean an incorporated city or an urbanized area as defined by the United States Census Bureau. The bill would additionally define the term “major transit stop” for purposes of the program to mean a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of 2 or more major bus routes that meet specified frequency criteria, including major transit stops that are included in the applicable regional transportation plan, as provided.</p>				
A.B.1480: Local agencies: legislative bodies.	<p>Existing law defines the term “legislative body” for purposes of laws relating to cities, counties, and other local agencies.</p> <p>This bill would make a nonsubstantive change to that definition.</p>	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1480">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1480</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1276: Housing Accountability Act.	<p>Existing law, the Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits, among other things, a local agency from disapproving a housing development project or emergency shelter, or condition approval in a manner that renders the housing or emergency shelter infeasible, as specified, for a housing development project for very low, low-, or moderate-income households, or an emergency shelter, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions.</p> <p>This bill would state the intent of the Legislature to amend the Housing Accountability Act to provide additional certainty for applicants for housing development projects with respect to review and approval by local agencies.</p>	2/24/2025	Read first time.	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1276">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB1276</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>S.B.787: Energy: Task Force on Equitable Clean Energy Supply Chains and Industrial Policy in California.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission to adopt, on a biennial basis, an integrated energy policy report that contains an overview of major energy trends and issues facing the state, including supply, demand, pricing, reliability, efficiency, and impacts on public health and safety, the economy, resources, and the environment. Existing law requires the report to present policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state.</p> <p>This bill would require the commission, on or before March 1, 2026, to designate a person, within the commission, to serve as the Senior Counselor on Industrial Policy and Clean Energy Development and would specify the senior counselor’s duties. The bill would require the senior counselor, on or before March 1, 2026, to convene the Task Force on Equitable Clean Energy Supply Chains and Industrial Policy in California, as provided, and would specify the duties and responsibilities of the task force. The bill would require the task force, on or before June 1, 2027, to submit to the Legislature a report on, among other things, its recommendations on strategies that would maximize the impact of state funds on promoting certain clean energy industries. The bill would require the Senior Counselor on Infrastructure, upon the issuance of the report, but on or before January 1, 2028, to convene certain state agencies to develop a workplan to implement the recommendations made in the report. The bill would require the senior counselor to coordinate the implementation of the workplan and would require the senior counselor, on or before June 1, 2028, and annually thereafter, to submit to the Legislature a report documenting the progress on the implementation of the recommendations. The bill would establish in the State Treasury the Equitable Clean Energy Supply Chain and Industrial Policy Fund and would, upon appropriation by the Legislature, authorize the moneys in the fund be expended for the purposes of the bill.</p>	<p>3/12/2025</p>	<p>Referred to E., U &amp; C.</p>	<p><a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB787">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB787</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1410: Public utilities: service outages and updates: alerts.	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed.</p> <p>This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts the customer does not wish to receive, except as provided. The bill would require each public utility to annually verify a customer's preferred contact method.</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 provisions of this bill would be a part of the act and because a violation of a commission action implementing the 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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/13/2025	Referred to U. & E.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1410">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1410</a>	
A.B.1007: Permit Streamlining Act.	<p>The Permit Streamlining Act requires a public agency that is the lead agency for a development project to approve or disapprove that project within specified time periods.</p> <p>This bill would make a nonsubstantive change to that provision.</p>	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1007">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1007</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 most accessible with reference to the place where the vehicle is impounded. This bill would delete the authorization to remove a vehicle from an off-street parking facility 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. The bill would also delete the impounding provisions described above.</p> <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 the jurisdiction in which a vehicle is located, to immobilize the vehicle that is located on a highway or public lands located within the territorial limits in which the officer or employee may act, if the vehicle is found upon a highway or public lands and it is known to have been issued 5 or more notices of parking violations that are delinquent because the owner or person in control of the vehicle has not responded to the agency responsible for processing notices of parking violation within designated</p>	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1022">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1022</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>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 no certificate has been issued by the magistrate or clerk of the court hearing the case, as specified. Existing law authorizes the vehicle to be immobilized until the person furnishes to the immobilizing law enforcement agency evidence of their identity and an address within this state at which they can be located and furnishes satisfactory evidence that the full amount of parking penalties been deposited for all notices of parking violation issued for the vehicle and any other vehicle registered to the registered owner of the immobilized vehicle and that bail has been deposited for all traffic violations of the registered owner that have not been cleared. This bill would delete that provision.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.979: Artificial intelligence.	Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law defines “automated decision system” as a computational process derived from machine learning, statistical modeling, data analytics, or artificial intelligence that issues simplified output, including a score, classification, or recommendation, that is used to assist or replace human discretionary decisionmaking and materially impacts natural persons. This bill would state the intent of the Legislature to enact legislation relating to artificial intelligence.	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB979">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB979</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1021: Housing: local educational agencies.	<p>(1)The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law, until January 1, 2033, deems a housing development project an allowable use on any real property owned by a local educational agency if the housing development satisfies specified conditions, including, among others, consisting of at least 10 housing units, 100% of the units being rented by local educational agency employees, local public employees, and general members of the public pursuant to a specified priority, and a majority of the units being deed restricted for lower income or moderate-income households, as specified.</p> <p>Existing law, the Housing Accountability Act, among other things, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households unless the local agency makes written findings as to one of certain sets of conditions, as specified, and describes various procedural requirements applicable to housing development projects.</p> <p>This bill would revise and recast the provisions deeming a housing development project an allowable use on any real property owned by a local educational agency. The bill would require the housing development to satisfy specified conditions, and would apply the specified procedural requirements of the Housing Accountability Act to review of housing development projects subject to these provisions. The bill would provide that a proposed housing development project is eligible for a density bonus, as specified, and would define various terms for these purposes. The bill would extend the operation of these provisions until January 1, 2036.</p> <p>(2)Existing law, prior to the sale, lease, or rental of any excess real property, requires the governing board of each school district to appoint a school district advisory committee to advise the governing board of the school district in the development of districtwide policies and procedures governing the use or disposition of school buildings or space in school buildings that is not needed for school purposes. Notwithstanding that law, existing law authorizes the governing board of a school district to elect not to appoint a school district advisory committee in the sale, lease, or rental of excess real property to be used for teacher or school district employee housing.</p> <p>This bill would specify that the governing board of a school district is authorized to elect not to appoint a school district advisory committee in the sale, lease, or rental of excess real property to be used for teacher or school district employee housing and that is subject to the provisions governing real property owned by a local educational agency described above.</p> <p>(3)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. Existing law, until January 1, 2033, exempts from CEQA certain actions taken by a public agency related to affordable housing projects, as defined, if certain requirements are met.</p> <p>This bill would provide that an affordable housing project for purposes of the CEQA exemption includes real property owned by a local educational agency, as described above, and would exempt these projects from certain of the requirements for other affordable housing projects.</p> <p>(4)The California Constitution provides that all property is taxable, and requires that it be assessed at the same percentage of fair market value, unless otherwise provided by the California Constitution or federal law. The California Constitution exempts from taxation, among other types of property, growing crops,</p>	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1021">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1021</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>property used for free public libraries and free museums, property used exclusively for public schools, community colleges, state colleges, and state universities, and property belonging to the state or a local government. Existing law provides that the exemption for property used exclusively for public schools, community colleges, state colleges, and state universities includes an interest in property used to provide rental housing for employees of one or more public school districts or community college districts. This bill would provide that the interest in property, for purposes of exemption from property taxation, used to provide rental housing for employees of one or more public school districts or community college districts includes real property owned by a local educational agency, as described above.</p> <p>(5)The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p> <p>(6)By adding to the duties of local planning officials with respect to approving certain development projects, 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>				
A.B.1106: Vehicular air pollution: State Air Resources Board: regulations.	<p>Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a nonsubstantive change to this provision.</p>	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1106">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1106</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.1054: Public employees' retirement.	Existing law, the Public Employees' Retirement Law, establishes the Public Employees' Retirement System for the purpose of providing pension benefits to specified public employees. This bill would make nonsubstantive changes to the provision naming that law.	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1054">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1054</a>	
A.B.1048: Workers' compensation.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, within the Department of Industrial Relations, to compensate an employee for injuries sustained in the course of their employment. Among other things, the workers' compensation system provides for medical and hospital treatment, disability payments, and death benefits, as specified. This bill would state the intent of the Legislature to enact legislation to improve transparency and accountability in contracts between payers and medical providers in the workers' compensation system.	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1048">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB1048</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.981: Vehicles: active intelligent speed assist devices.	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. This bill 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 driving-under-the-influence violations 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 California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.	2/21/2025	From printer. May be heard in committee March 23.	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB981">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB981</a>	
S.B.30: Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.	2/19/2025	Re-referred to Coms. on Committee on Transportation and E.Q.	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB30">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260SB30</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.358: Mitigation Fee Act: mitigating vehicular traffic impacts.	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those specified characteristics. For purposes of these provisions, existing law specifies one of those characteristics is that the housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units, whichever is less.</p> <p>For purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee, this bill would delete the provision about adopting findings after a public hearing and would, instead, require the rate for housing developments that satisfy those specified characteristics be at least 50% less than the rate for housing developments without all of those characteristics. With regard to the above-described characteristic, the bill would, instead, specify that the housing development provides no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units.</p> <p>By imposing a mandate on local agencies that approve housing development projects with regard to impact fees, 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. 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>	2/19/2025	Referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB358">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB358</a>	
A.B.914: State Air Resources Board: regulations.	<p>Existing law requires the State Air Resources Board to make available to the public each technical, theoretical, and empirical study, report, or similar document, if any, on which the agency relies, related to, but not limited to, air emissions, public health impacts, and economic impacts, before the comment period for any regulation proposed for adoption by the state board.</p> <p>This bill would make a nonsubstantive change to this provision.</p>	2/20/2025	From printer. May be heard in committee March 22.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB914">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB914</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.854: Environmental quality: greenhouse gas emissions: permit streamlining.	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. Existing law, the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, authorizes the Governor, until January 1, 2032, to certify projects that meet specified requirements for streamlining benefits related to CEQA. This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions.	2/20/2025	From printer. May be heard in committee March 22.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB854">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB854</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.856: Sales and Use Tax: exemptions: manufacturing.	<p>Existing sales and use tax laws impose taxes 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 a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, among other things, qualified tangible personal property purchased by a qualified person for purchases not exceeding \$200,000,000, for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified. Existing law requires the California Department of Tax and Fee Administration to provide a report to the Joint Legislative Budget Committee and the Department of Finance of, among other things, the total dollar amount of exemptions, as specified. Existing law repeals these provisions on January 1, 2031. This bill would, instead, extend the above-described partial exemption from those taxes until January 1, 2031, and would remove the above-described reporting requirement pertaining to the California Department of Tax and Fee Administration. The bill would make various conforming changes and repeal these provisions on January 1, 2036. Existing law requires any bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives that the tax expenditure will achieve, detailed performance indicators, and data collection requirements. This bill would require the California Department of Tax and Fee Administration, if requested by the Legislature, to submit a report to the Legislature on the exemption and would provide findings and declarations relating to the goals of the exemption. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy.</p>	3/13/2025	Referred to Rev. & Tax.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB856">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB856</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.12: 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.</p>	2/18/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB12">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB12</a>	
A.B.41: State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.	<p>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.</p> <p>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.</p>	2/18/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB41">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB41</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 2026–27 and 2027–28 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.	2/18/2025	Referred to Coms. on TRANS. and Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB267">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB267</a>	
A.B.273: Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	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 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.	2/18/2025	Referred to Coms. on TRANS. and Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB273">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB273</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.338: Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.</p>	<p>Existing law, the California Workforce Innovation and Opportunity Act, establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of education and workforce investment systems to the needs of the 21st century economy and workforce. The act requires the establishment of a local workforce development board in each local workforce development area of the state to, among other things, plan and oversee the workforce investment system.</p> <p>This bill would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low- to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Los Angeles and Ventura.</p>	<p>3/10/2025</p>	<p>In committee: Hearing postponed by committee.</p>	<p><a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB338">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB338</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.377: High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided.</p> <p>This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.</p>	2/18/2025	Referred to Committee on Transportation	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB377">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB377</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.394: Crimes: public transportation providers.	<p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment.</p> <p>This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program.</p> <p>Under existing law, any person who enters or remains upon any transit-related property without permission or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility is guilty of a misdemeanor. Existing law defines "transit-related property" for this purpose as any land, facilities, or vehicles owned, leased, or possessed by a county transportation commission, transportation authority, or transit district, as defined, that are used to provide public transportation by rail or passenger bus or are directly related to that use, or any property, facilities, or vehicles upon which the San Francisco Bay Area Rapid Transit District owes policing responsibilities to a local government, as specified.</p> <p>This bill would expand that definition to include any properties, facilities, ferries, or vehicles, upon which a county transportation commission, transportation authority, joint powers authority, or operator, as defined, owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would authorize state and local law enforcement officers or transit enforcement officers, as specified, to enforce the above-described provisions.</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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	3/11/2025	In committee: Set, first hearing. Hearing canceled at the request of author.	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB394">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB394</a>	Support

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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, 2031.</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.</p> <p>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>	2/18/2025	Referred to Committee on Local Government	<a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB467">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB467</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. 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. 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. This bill would declare that it is to take effect immediately as an urgency statute.</p>	2/19/2025	From printer. May be acted upon on or after March 21.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB417">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB417</a>	
S.B.247: Construction: workforce development: public contracts.	<p>Existing law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions.</p>	2/14/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB247">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB247</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.239: Open meetings: teleconferencing: subsidiary body.	<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 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 the primary physical meeting location. 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. 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 to be presented at a regular meeting of the legislative body that established the subsidiary body.</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.</p> <p>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>	2/14/2025	Referred to Coms. on Committee on Local Government and JUD.	<a href="https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB239">https://leginfo.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB239</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.240: San Diego Association of Governments.	Existing law, the San Diego Regional Transportation Consolidation Act, provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.	2/14/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0240_0249_bill_20250260sb240_bill_20250260sb240.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0240_0249_bill_20250260sb240_bill_20250260sb240.html</a>	
S.B.256: Electricity: electrical infrastructure.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires the commission to implement and enforce standards for the maintenance and operation of facilities for the generation and storage of electricity owned by an electrical corporation or located in the state to ensure their reliable operation. This bill would state the intent of the Legislature to enact legislation to enhance the resiliency and reliability of California's electrical infrastructure in areas prone to wildfires, earthquakes, and other natural disasters by requiring electrical utilities to prioritize the undergrounding of power lines, the implementation of microgrid technologies, and the strengthening of public safety power shutoff standards and accountability, while ensuring the utilization of labor standards that promote a skilled workforce, and providing the commission with the ability to immediately access all relevant electrical fault data related to natural disasters.	2/14/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0250_0259_bill_20250260sb256_bill_20250260sb256.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0250_0259_bill_20250260sb256_bill_20250260sb256.html</a>	
S.B.274: Automated license plate recognition systems.	Existing law prohibits the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would state the intent of the Legislature to enact legislation that, among other things, imposes privacy protection requirements on cities, counties, and entities that use ALPR data.	2/14/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0270_0279_bill_20250260sb274_bill_20250260sb274.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0270_0279_bill_20250260sb274_bill_20250260sb274.html</a>	
S.B.273: Surplus land.	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. This bill would make a nonsubstantive change to this provision.	2/14/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/pub/01_01_bill_20250101_0270_0279_bill_20250260sb273_bill_20250260sb273.html">https://leginfo.ca.gov/pub/01_01_bill_20250101_0270_0279_bill_20250260sb273_bill_20250260sb273.html</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.569: California Public Employees' Pension Reform Act of 2013: exceptions: supplemental defined benefit plans.</p>	<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. 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, notwithstanding that prohibition, 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.</p>	<p>2/24/2025</p>	<p>Referred to P. Committee on Elections and Redistricting</p>	<p><a href="https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB569">https://leginfo.ca.gov/faces/ILNavClient.xhtml?bill_id=202520260AB569</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. This bill would require the Energy Commission, in coordination with the public advisor and the Public Utilities Commission (PUC), on or before March 31, 2026, to issue a request for proposals for a team to develop a study. The bill would require the study to (1) conduct a historical energy justice assessment of the investor-owned utility’s (IOU) operations and impacts, (2) complete a comparative analysis of the benefits and challenges of transitioning the IOUs to a successor entity in order to identify a recommended model, and, (3) if the study finds that it is in the best long-term interests of the people and ecologies of California to transition away from an investor-owned utility model, create a justice-centered implementation plan for managing the transition. The bill would require the Energy Commission, on or before June 30, 2026, to select the study team that is awarded the contract. The bill would require the Energy Commission to hold a public proceeding and submit a report of the study team’s findings and recommendations to the Legislature no later than 24 months after selecting the study team for the feasibility portion of the study, and no later than 36 months after selecting the study team for the implementation plan portion of the study, as specified.</p> <p>This bill would require the Energy Commission to require the study team to select and convene an advisory council by December 31, 2026, to participate in the study of the vision for a new energy system, as provided. Upon completion of the first 2 study components, the bill would require the study team, in consultation with the advisory council, to provide a recommendation for a particular successor entity type to the Energy Commission, as provided. The bill would require the Energy Commission to vote to approve the study and recommended successor entity on or before September 30, 2028. Upon approval by the Energy Commission, the bill would require the study team to begin work to create a justice-centered implementation plan. The bill would require the Energy Commission to vote to approve the implementation plan no later than October 31, 2029.</p> <p>(2)Existing law vests the 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, among other things, prohibit a utility, including an electrical corporation, local publicly owned electric utility, gas corporation, and local publicly owned gas utility, from disconnecting a customer’s residential service for nonpayment if the customer has a household income at or below 200% of the federal poverty line. The bill would prohibit a utility from disconnecting a customer’s residential service for nonpayment if the customer’s household is the residence of certain persons, including, among other persons, a person who is pregnant or 0 to 12 weeks postpartum. The bill would require the commission to establish a citation program to impose a penalty on an electrical corporation or gas corporation that violates the above-described prohibitions. The bill would also authorize the commission, a customer, or a member of the customer’s household to bring an action in state court for equitable relief regarding a utility’s or</p>	2/13/2025	From printer. May be acted upon on or after March 15.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB332">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB332</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>community choice aggregator’s use of any method, act, or practice inconsistent with the above-described provisions.</p> <p>This bill would require a utility to offer a residential customer who meets the above-described requirements a payment plan for the customer’s electrical and gas service that includes a percentage of income payment plan, as specified. The bill would require each utility providing electrical service or gas service, or both, to residential customers to collect and submit to the commission monthly data on electrical and gas service terminations, reconnections, bill assistance and payment agreements, arrears, and created and broken payment plans, as provided.</p> <p>(3)Existing law prohibits an electrical corporation from recovering from ratepayers an annual salary, bonus, benefit, or other consideration of any value paid to an officer of the electrical corporation, and requires that compensation to instead be funded solely by shareholders of the electrical corporation. This bill would require each electrical corporation, on or before April 1, 2026, to submit a proposed executive compensation structure to the PUC that is structured to promote safety as a priority and to ensure public safety through performance metrics, as provided.</p> <p>(4)Existing law authorizes the PUC 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 prohibit, for proposed rate increases subject to PUC approval and a finding that the new rate is just and reasonable, an electrical corporation from proposing a compounded annual rate increase on residential customers above the increase in the Consumer Price Index. The bill would prohibit, for proposed rate increases not subject to PUC approval and a finding that the new rate is just and reasonable, an electrical corporation from proposing more than one rate increase per year, as provided.</p> <p>(5)The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The state board is authorized to include market-based compliance mechanisms to comply with the regulations. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism.</p> <p>Existing law authorizes the PUC to allocate 15% of the revenues received by the electrical corporations from that allocation of allowances for clean energy and energy efficiency projects established pursuant to statute that are administered by electrical corporations. Existing law requires the PUC to direct the balance of the revenues to be credited directly to the residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporations, as specified.</p> <p>Beginning with the fiscal year commencing July 1, 2026, and ending with the fiscal year ending June 30, 2036, this bill would require the PUC to annually allocate \$100,000,000 of the revenues received by the electrical corporations from that allocation of greenhouse gas allowances to the Transformative Climate Communities Program and to the Community Resilience Center Program, as specified. The bill would require those allocations for the Transformative Climate Communities Program and Community Resilience Center Program to benefit disadvantaged communities in census tracts that are the most vulnerable to climate disaster, as specified.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>(6)Existing law establishes the Wildfire Fund to pay eligible claims arising from a covered wildfire, as provided. Existing law requires the PUC to initiate a rulemaking proceeding to consider using its existing authority to require certain electrical corporations to collect a nonbypassable charge from its ratepayers to support the Wildfire Fund, and requires the PUC to direct those electrical corporations to collect that charge if the PUC determines that the imposition of the charge is just and reasonable and that it is an appropriate exercise of its authority, as specified.</p> <p>This bill would require the PUC to revise the above-described rulemaking proceeding to reduce the charge imposed on ratepayers to an amount equal to 5% of the costs to support the fund, and require each electrical corporation to contribute the remaining 95% of the costs to support the fund.</p> <p>Existing law establishes procedures under which electrical corporations are required to reimburse the Wildfire Fund for amounts disallowed by the PUC for recovery from ratepayers. Existing law requires an electrical corporation to reimburse the fund for the full amount of costs and expenses the PUC determined were disallowed, except as provided. Under existing law those exceptions do not apply if the administrator determines that the electrical corporation’s actions or inactions that resulted in the covered wildfire constituted conscious or willful disregard of the rights and safety of others.</p> <p>This bill would provide that, for those purposes, evidence that an electrical corporation’s action were prudent includes common sense best practices such as conducting annual audits and replacing equipment that has outlived its usable life and deenergizing the electrical grid under threatening conditions.</p> <p>(7)Existing law requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those electrical lines and equipment.</p> <p>This bill would require each electrical corporation to annually contract with an independent and reputable third party to audit all of the electrical corporation’s equipment and electrical lines and identify any equipment or electrical lines that have outlived their useful life. The bill would require the audit to be completed on or before June 30, 2026, and by June 30 of each year thereafter and submitted to the PUC on or before August 31, of each year. The bill would require an electrical corporation to replace any equipment or electrical lines identified by the third-party auditor that are located in a high fire risk area within 5 years, as provided. The bill would require the PUC to assess fines on an electrical corporation that fails to comply with these provisions, as specified.</p> <p>(8)Existing law requires the PUC to establish an expedited utility distribution infrastructure undergrounding program and provides that only large electrical corporations may participate in the program.</p> <p>This bill would instead require all large electrical corporations to participate in the program. The bill would also require an electrical corporation, after an emergency or disaster in which its electrical infrastructure was destroyed, to rebuild the destroyed electrical infrastructure using undergrounding methods, to the extent applicable. The bill would prohibit the cost of undergrounding the electrical infrastructure from being recovered from ratepayers.</p> <p>(9)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 certain provisions of this bill would be part of the act and a violation of a commission action implementing the bill’s requirements would be a crime, the bill would impose a state-mandated local program.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
	<p>In addition, to the extent the bill would impose new requirements on local publicly owned utilities, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for specified reasons.</p>				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.239: State-led County of Los Angeles disaster housing task force.	<p>Existing law establishes the Department of Housing and Community Development (HCD) and sets forth its powers and duties, including updating and revising the California Statewide Housing Plan, as provided. Existing law establishes the Office of Emergency Services (OES), which is responsible for the state’s emergency and disaster response services for natural, technological, or human-induced disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters on people and property.</p> <p>This bill would require HCD and OES to jointly convene a state-led County of Los Angeles disaster housing task force, as specified, for the purpose of coordinating and streamling efforts between HCD, the Federal Emergency Management Agency, OES, and local governments to rebuild housing in communities impacted by the wildfires that began on January 7, 2025, in the County of Los Angeles. The bill would require the task force to appoint a state disaster housing coordinator to accelerate the delivery of resources to communities impacted by the wildfires. The bill would require the task force to report to the Legislature on the status of rebuilding housing in communities impacted by the wildfires, on April 1, 2026, and every quarter thereafter, as specified.</p> <p>This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Los Angeles and Ventura.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	2/27/2025	Coauthors revised.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB239">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB239</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.289: State highway work zone speed safety program.	<p>Existing law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Existing law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Existing law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Existing law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes.</p> <p>This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations. The bill would only authorize the Department of Transportation to use and allow access to the photograph, video recording, other visual image, or administrative records for specified purposes.</p> <p>Existing law requires a violation of a speed law recorded by a speed safety system to be subject only to civil penalties, as specified. Existing law requires, among other things, the issuance of a notice of violation, an initial review, an administrative hearing, and an appeals process, as specified, for a violation under the speed safety pilot program.</p> <p>This bill would require the department to also implement similar provisions if it establishes the state highway work zone speed safety program on state highway construction or maintenance areas. Existing law requires the city to submit a report to evaluate the speed safety system to determine the system's impact on street safety and the economic impact on the communities where the system is utilized. Existing law requires revenues derived from a program to first be used to cover program costs, such as the installation of speed safety systems, the adjudication of violations, and reporting requirements.</p> <p>This bill would require the department to submit a report to the Legislature evaluating the state highway work zone speed safety program and its impact on state highway work zone safety no later than 2 years after the commencement of the program, and annually thereafter. The bill would require moneys generated from the issuance of citations to be deposited in the Safe Highway Work Zone Account, which the bill would create in the State Transportation Fund. The bill would require moneys in the account to be allocated, upon appropriation by the Legislature, to the department for administration of the program.</p> <p>Existing law establishes a \$25 filing fee for specified appeals and petitions.</p> <p>This bill would require a \$25 filing fee for an appeal challenging a notice of violation issued as a result of the department's speed safety program until January 1, 2032.</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.</p> <p>This bill would make legislative findings to that effect.</p>	3/13/2025	In committee: Hearing postponed by committee.	<a href="https://leginfo.legislature.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB289">https://leginfo.legislature.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB289</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
<p>A.B.295: California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review.</p>	<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. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	<p>2/10/2025</p>	<p>Referred to Coms. on Committee on Natural Resources and W. P., &amp; W.</p>	<p><a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB295">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB295</a></p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.314: California Environmental Quality Act: major transit stop.	<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. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.</p> <p>This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, 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>	2/10/2025	Referred to Committee on Natural Resources	<a href="https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB314">https://leginfo.ca.gov/faces/lnavClient.xhtml?bill_id=202520260AB314</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.334: Operators of toll facilities: interoperability programs: vehicle information.	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	2/10/2025	Referred to Coms. on TRANS. and Committee on Privacy and Consumer Protection	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB334">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB334</a>	
S.B.220: Los Angeles County Metropolitan Transportation Authority.	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 which is 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. This bill would state the intent of the Legislature to enact subsequent legislation to update and modernize the membership of the board of directors of the Los Angeles County Metropolitan Transportation Authority.	2/5/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB220">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB220</a>	Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.222: Climate disasters: civil actions.	<p>(1)Existing law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages.</p> <p>This bill would authorize a person to bring a civil action, if specified criteria are met, including damages of \$10,000 or more, against a party responsible for a climate disaster or extreme weather or other events attributable to climate change due to the responsible party’s misleading and deceptive practices or the provision of misinformation or disinformation about the connection between its fossil fuel products and climate change and extreme weather or other events attributable to climate change. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for the climate disaster or extreme weather or other events attributable to climate change. The bill would set forth venue requirements and prohibited defenses for that action, and would require the court to award a prevailing plaintiff the full extent of noneconomic, compensatory, and punitive damages allowable, as specified. The bill would provide that the connection of a climate disaster, extreme weather or other events attributable to climate change, or harms resulting from long-term changes to the climate system to alleged injuries are an injury in fact for all residents of the state harmed by the event and would give those persons standing to bring a civil action pursuant to the above-described provisions. The bill would also make a person who seeks declaratory or injunctive relief to prevent enforcement of the above-described provisions or any other related law, as specified, jointly and severally liable to pay the attorney’s fees and costs of the prevailing party, as specified.</p> <p>(2)Existing law generally regulates the business of insurance in the state. The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate in administering a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Under existing law, a member insurer participates in the writings, expenses, and profits and losses of the association in proportion to its written premiums, as specified. Existing law authorizes the association, with the Insurance Commissioner’s approval, to assess member insurers in amounts sufficient to operate the association.</p> <p>This bill would authorize an insurer to seek damages against a responsible party for a climate disaster, pursuant to the above-described provisions. Within 90 calendar days of its operative date, the bill would require the commissioner to establish an independent advisory body of industry experts to conduct cost-benefit analyses of the effect of a climate disaster, or extreme weather or other events attributable to climate change, on the association. The bill would require the association to exercise its right of subrogation against a responsible party for a climate disaster or extreme weather or other events attributable to climate change, if the association pays claims and the independent advisory body determines the benefits of subrogation outweigh the costs. The bill would authorize the association to assess member insurers in amounts if the claims paid after a climate disaster or extreme weather or other events attributable to climate change exhaust the association’s claims-paying capacity, but would provide for adjusting an assessment amount if the insurer does or does not exercise its right of subrogation against a responsible party.</p> <p>(3)This bill would declare that it is to take effect immediately as an urgency statute.</p>	2/5/2025	Referred to Coms. on JUD. and Committee on Insurance	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB222">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB222</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.238: Employment: artificial intelligence.	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. This bill would state the intent of the Legislature to enact legislation relating to the use of artificial intelligence in the workplace.	2/5/2025	Referred to Committee on Rules	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB238">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB238</a>	
A.B.420: Public Utilities Commission: proceedings.	Existing law authorizes the Public Utilities Commission to meet in closed session to deliberate on a proposed decision, order, or resolution after providing 3-day advance notice to the public, except as specified. Existing law requires the commission to establish a quiet period during the 3 business days before the commission's scheduled vote on a decision, during which oral and written ex parte communications are prohibited. Existing law authorizes an interested person, if the commission materially modifies a proposed decision during the quiet period, to submit a written ex parte communication if certain conditions are met, as specified. This bill would authorize an interested person to submit a written ex parte communication during a quiet period if the commission modifies, rather than materially modifies, a proposed decision.	2/18/2025	Referred to U. & E.	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB420">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB420</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
A.B.11: The Social Housing Act.	<p>Existing law creates a housing authority in each county or city, which functions upon the adoption of a specified resolution by the relevant governing body. 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 rents, as specified. Under the ownership model, the authority would extend a 99-year lease, in the form of a limited equity arrangement, as defined, to individuals who commit to a minimum 5-year term of residence, and would authorize the authority to act as a lender for residents. The bill would specify how the units may be sold and transferred. The bill would establish eligibility requirements for social housing residents and would provide for the selection of residents by lottery, as specified, provided that people who may have been displaced from a property as part of its development would be granted a preference for occupancy. The bill, among other things, would require the authority to accept a local jurisdiction's preference for a project parcel if specified conditions are met.</p> <p>This bill would establish the Social Housing Revolving Loan Fund within the State Treasury to provide, upon appropriation by the Legislature, zero-interest loans for the purposes of constructing housing to accommodate a mix of household incomes. The bill would declare the intent of the Legislature to enact subsequent legislation to provide financing for the activities of the authority through the issuance of general obligation bonds. The bill would authorize the authority to issue revenue bonds, as specified.</p>	2/3/2025	Referred to Committee on Housing and Community Development	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB11">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB11</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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. 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>	1/29/2025	Introduced measure version corrected.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260ACA1">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260ACA1</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
S.B.27: Community Assistance, Recovery, and Empowerment (CARE) Court Program.	Existing law, the Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Existing law authorizes a specified individual to commence the CARE process, known as the original petitioner. Existing law authorizes the court to dismiss a case without prejudice when the court finds that a petitioner has not made a prima facie showing that they qualify for the CARE process. Existing law requires the court to take prescribed actions if it finds that a prima facie showing has been made, including, but not limited to, setting the matter for an initial appearance on the petition. This bill would allow the court to conduct the initial appearance on the petition at the same time as the prima facie determination if specified requirements are met. This bill would declare that it is to take effect immediately as an urgency statute.	1/29/2025	Referred to Committee on Judiciary	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB27">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB27</a>	
S.B.16: Homelessness.	Existing law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would declare the intent of the Legislature to enact legislation to address homelessness.	1/29/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB16">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB16</a>	
S.B.24: Electrical and gas corporations.	Existing law requires the Public Utilities Commission to establish priorities among the types or categories of customers of each electrical corporation and each gas corporation, as provided. This bill would make nonsubstantive changes to that requirement.	1/29/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB24">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB24</a>	
S.B.63: San Francisco Bay area: local revenue measure: transportation funding.	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.	1/29/2025	Referred to Committee on Rules	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB63">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB63</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

Bill	Official Summary	Last Timeline Action Date	Last Timeline Action	Source Link	Stance
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 for Everyone (HOPE) 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>	1/27/2025	Read first time.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260ACA4">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260ACA4</a>	
A.B.227: Budget Act of 2025.	<p>This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	2/3/2025	Referred to Budget.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB227">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260AB227</a>	
S.B.65: Budget Act of 2025.	<p>This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	1/13/2025	Read first time.	<a href="https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB65">https://leginfo.legislature.ca.gov/faces/bilINavClient.xhtml?bill_id=202520260SB65</a>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 3/19/2025  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
March 2025  
Metro Government Relations**

**FEDERAL LEGISLATION**

The new legislative session at the federal level has, at the time of this printing, just begun. A more detailed legislative matrix will be available soon.