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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1022: Authority to remove vehicles.	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.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.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.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 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1022
AB1033: Eminent domain: appraisals: compensation.	Existing law, the Eminent Domain Law, authorizes a public entity to exercise the power of eminent domain to acquire property for a public use, as specified. Existing law entitles the owner of a property acquired by eminent domain to specified compensation. Existing law requires a public entity to pay reasonable costs, not to exceed $5,000, of an independent appraisal ordered by the owner of a property that the public entity offers to purchase under the threat of eminent domain.This bill would increase the limitation on the reasonable costs of an independent appraisal to $8,000.	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1033
AB1048: Workers' compensation.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law requires an employer to provide medical, surgical, chiropractic, acupuncture, and hospital treatment that is reasonably required to cure or relieve the injured worker from the effects of the injury. Existing law requires every contracting agent, that sells, leases, assigns, transfers, or conveys its list of contract health care providers and their contracted reimbursement rates to a payor, to comply with certain requirements. Existing law also requires a payor to, among other things, provide an explanation of benefits or explanation of review that identifies the name of the network that the payor has an agreement with that entitles them to pay a preferred rate for the services rendered.This bill would require the explanation of review or explanation of benefits to include the state assigned medical provider network identification number and an email address that the rendering medical provider may use to request a copy of the underlying contract that entitles them to take the preferred rate. The bill would state that disclosure of a medical provider network does not satisfy this requirement. The bill would require the payor, upon request, to provide the rendering provider or their agent with a copy of the underlying contract once per 365-day period.Existing law requires each employer to establish a utilization review process to review and approve, modify, or deny treatment recommendations and establishes an independent medical review process to resolve disputes over a utilization review decision. Existing law requires various requirements to be met in determining whether to approve, modify, or deny requests by a physician for medical services.This bill would require a request for authorization of medical services by a physician to be signed by that physician, and would authorize a request to be sent via mail, fax, or electronic methods, as specified. The bill would make other conforming changes.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1048

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1054: Public employees' retirement: deferred retirement option program: public employee health benefits.	Existing law, the County Employees Retirement Law of 1937, prescribes retirement benefits for members of specified county and district retirement systems. Existing law establishes the Deferred Retirement Option Program as an optional benefit program for specified safety members of those systems that, by ordinance or resolution by the county board of supervisors or the governing body, elect to adopt it. The program provides eligible members access, upon service retirement, to a lump sum or, in some cases, monthly payments in addition to a monthly retirement allowance, as specified.Existing law, the Public Employees' Retirement Law (PERL), creates the Public Employees' Retirement System (PERS) for the purpose of providing pension benefits to state employees and employees of contracting agencies and prescribes the rights and duties of members of the system and their beneficiaries. Existing law vests management and control of PERS in its board of administration. PERS provides a defined benefit to members of the program, based on final compensation, credited service, and age at retirement, subject to certain variations. This bill would establish the Deferred Retirement Option Program as a voluntary program within PERS for employees of State Bargaining Units 5 (Highway Patrol) and 8 (Firefighters), and certain supervisory or managerial employees of the Department of the California Highway Patrol or the Department of Forestry and Fire Protection. The bill would require certain actions to occur, including completion of an actuarial analysis to determine the proposed program will be cost neutral, before the program becomes effective and applicable. The bill would require members who elect to participate in the program to meet certain requirements, including waiving any claims with respect to age and other discrimination in employment laws relative to the program. The bill would establish a program account for each participant and would require the Board of Administration of the Public Employees' Retirement System to, among other things and at least once annually, provide a statement to the participant that displays the value or balance of the participant's program account. The bill would require PERS to commence paying the member their monthly retirement allowance as of the first day of the month following the deferred retirement date. The bill would authorize the participant to designate a person or persons as beneficiaries of the participant's program account at any time during the program period from their election date to the deferred retirement calculation date. Beginning on July 1 of the fiscal year the program is implemented, and every 5 years thereafter, the bill would require the Board of Administration of the Public Employees' Retirement System to submit a report of an actuarial analysis to specified entities. The bill would entitle participants who entered the program prior to the effective date of any modifications by the Legislature to elect whether to become subject to those modified provisions or to remain subject to the program as it existed on the participant's election date. The bill would specify that the Legislature reserves the right to suspend the program through legislative action ratified by the Governor under certain circumstances. If the Legislature and the Governor approve the program's suspension, the bill would terminate all participants' benefit accrual and would prohibit any participant, eligible spouse, or beneficiary from having any vested right to any prospective program benefit, as specified. The bill would require the member's spouse, as applicable, to execute a signed statement acknowledging the spouse's understanding of, and agreement with, the member's election to participate in the program together with an express statement of the spouse's understanding and agreement that benefits payable to the spouse may be reduced as a result of participation in the program.Existing law requires the board of administration of PERS to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and to contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. Existing law defines an annuitant for purposes of receiving postretirement health benefits pursuant to PEMHCA and generally requires that a person retire within 120 days of separation from public employment, with specified exceptions.This bill would expand the definition of annuitant, thereby permitting a person, or a surviving family member of that person, as specified, whose deferred retirement date is within 120 days of separation from the Deferred Retirement Option Program and who receives a retirement allowance under any state retirement system to which the state was a contributing party to enroll in a health benefit plan under PEMHCA.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 71. Noes 2.).	8/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1054
AB1058: Motor Vehicle Fuel Tax Law: suspension of tax.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon.Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. 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.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.This bill would declare that it is to take effect immediately as an urgency statute.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1058
AB1091: Vehicles: license plates: 8-letter license plates.	Existing law authorizes the Department of Motor Vehicles to issue or renew environmental license plates to provide revenue for the California Environmental License Plate Fund that indicate on the plates the combination of letters or numbers, or both, requested as a registration number by the applicant, to be displayed on the applicant's vehicle in lieu of regular license plates. Existing law imposes fees for the issuance or renewal of an environmental license plate, in addition to the regular registration and renewal fees. Existing law also establishes procedures for the cancellation, transfer, or retention of the environmental license plates and requires the payment or reimbursement of additional fees in connection with those transactions, as specified.This bill would establish a similar program, to be known as the "8-letter license plate" program, for the support of the Natural and Agricultural Open Space and State Recreational Support Fund, which would be created by the bill. The bill would impose additional fees, including, but not limited to, fees for the issuance and renewal of an 8-letter license plate, as specified. The bill would require all revenue derived from the fees to be deposited in the fund and would continuously appropriate those moneys for specified purposes that include, among other things, subventions for open-space land programs, assistance to California fairs, and support of programs administered by the Department of Parks and Recreation.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1091

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB11: The Social Housing Act.	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.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.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.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.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. 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.	In committee: Set, first hearing. Hearing canceled at the request of author.	6/26/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB11
AB1106: State Air Resources Board: regional air quality incident response program.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies.This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers operated by air districts, including at least one located in the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. Prior to the state board establishing an air quality incident response center within an air district, the bill would require the state board to coordinate and develop operational plans for the air quality incident response centers with the relevant air districts. The bill would provide that funding made available to the state board for purposes of these provisions may be used for various purposes, including program funding to plan, create, equip, and maintain air quality incident response centers.To the extent that the bill would expand the duties of an air district, the bill would impose a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1106
AB1165: California Housing Justice Act of 2026.	Existing law establishes the Department of Housing and Community Development in the California Housing and Homelessness Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. Existing law also establishes the Homeless Housing, Assistance, and Prevention Program, administered by the department, 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 homelessness challenges, as specified.This bill would enact the California Housing Justice Act of 2026, which would require the department to create, by August 1, 2030, finance plans to solve homelessness and to solve the housing unaffordability crisis, and related statewide performance metrics. The bill would also require the department to seek public consult in developing those finance plans.This bill would require the agency, on or before October 1, 2030, to report to the Legislature on the finance plans and performance metrics described above, and to publish goals on its internet website and update any progress toward the goals. The bill would also make related findings and declarations.The bill would make its provisions operative upon appropriation by the Legislature.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 59. Noes 13.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1165
AB1168: Department of Transportation: transferred property: City of Lynwood.	Existing law vests the Department of Transportation with full possession and control of all state highways and all property and rights on property acquired for state highway purposes. Various provisions of existing law specifically provide for the acquisition, transfer, and use of property owned by the department.This bill would, with respect to a parcel that the department transferred to the City of Lynwood, require the department to release and remove the deed restriction that it imposed on that parcel that requires a portion of the property to be used exclusively for public purposes for a period of 15 years from the recorded date of the deed.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Lynwood.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1168
AB1174: 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1174

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1198: Public works: prevailing wages.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published.This bill would instead state, commencing July 1, 2027, 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, 2027, if the awarded value of the contract is $35,000,000 or greater. 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. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1198
AB12: Low-carbon fuel standard: regulations.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations.This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB12
AB1222: Public utilities: judicial review.	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.This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law.Existing law authorizes the commission to fix the rates and charges for public utilities, including electrical and gas corporations, and requires those rates to be just and reasonable.This bill would prohibit the commission from authorizing electrical or gas corporations to recover from their ratepayers the costs associated with seeking judicial review of a commission decision by a state or federal court or requesting relief from a commission decision at a federal agency. The bill would require the electrical and gas corporation to track those costs.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.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.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1222
AB1235: California State University: skilled and trained workforce requirement.	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.Existing law, the California State University Contract Law, authorizes the Trustees of the California State University to enter into an agreement with a contractor to provide all or significant portions of the design services and construction of a project, chosen by a competitive bidding process that employs selection criteria in addition to cost. Existing law also requires a contractor, when selecting subcontractors under this provision, to competitively bid for those portions of work. This bill would prohibit a contractor from being prequalified for, shortlisted for, or awarded a contract with the Trustees of the California State University, as described above, unless, among other things, the contractor provides an enforceable commitment to the trustees that the contractor and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or contract that falls within an apprenticeable occupation in the building and construction trades, as specified. The bill would exempt from its provisions, among things, a project or contract for the development of housing.	In Assembly. Ordered to Engrossing and Enrolling.	8/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1235
AB1237: Swimming pool safety: building codes: condominium units.	(1)Existing law, the California Building Standards Law, requires the California Building Standards Commission to publish the California Building Standards Code, which contains, among others, the California Building Code and the California Residential Code, as provided. Existing law requires the commission to publish the text of the Swimming Pool Safety Act in the California Residential Code.This bill would require, on or before March 1, 2027, the commission to also publish the text of the Swimming Pool Safety Act in the California Building Code, as specified.(2)Under the Swimming Pool Safety Act, upon the issuance of a building permit for the construction of a new swimming pool or spa, or the remodeling of an existing pool or spa, at a private, single-family home, the pool or spa is required to be equipped with at least 2 of 7 specified drowning prevention safety features, as provided. The act does not apply to a public swimming pool.This bill would, for purposes of the act, require a swimming pool or spa on or within a private balcony, patio, or terrace of, a condominium unit to meet the same requirements as a pool or spa at a private, single-family home. To the extent the bill would increase the number of building permits issued by local jurisdictions, the bill would impose a state-mandated local program.(3)Existing law governs the construction, operation, and maintenance of a public swimming pool, as defined. Existing law, the Yasmin Paleso'o Memorial Swimming Pool Safety Law, requires an underwater lighting system in a public swimming pool, as defined, to be installed so that there is no shock hazard, as provided. Existing law governs the circulation system of a public swimming pool, as defined, including, but not limited to, requiring antientrapment devices, safety vacuum release systems, or automatic pump shutoff systems, as provided.This bill would exclude a swimming pool or spa on or within a private balcony, patio, or terrace of, a condominium unit from these requirements on a public swimming pool. This bill would, on or before March 1, 2027, require the State Department of Public Health to adopt regulations, as necessary, to implement these changes, as specified. The bill would prohibit a swimming pool or spa on or within a private balcony, patio, or terrace of, a condominium unit, or at a private single-family home, from being subject to a requirement applicable to a "public swimming pool," "public pool," "public pool site," or "spa," as those terms are used in certain statutes and regulations relating to public swimming pools and the California Building Code.(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 a specified reason.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1237

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
September 2026
Metro Government Relations
STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1243: Polluters Pay Climate Superfund Act of 2025.	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.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.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.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, 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 all interest earned on moneys that have been deposited into the fund to be retained in the fund for use in implementing the program. 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.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 by the agency.This bill would declare that it is to take effect immediately as an urgency statute.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1243
AB1244: California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.	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.Under existing law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Existing law, establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria.This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.	In committee: Set, first hearing. Hearing canceled at the request of author.	7/2/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1244
AB1257: 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.	Died at Desk.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1257
AB1268: Motor Vehicle Fuel Tax Law: adjustment suspension.	(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.(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.(3)This bill would take effect immediately as a tax levy.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1268

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1276: Housing developments: ordinances, policies, and standards.	The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project, as defined for purposes of the act, for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. That act states that it shall not be construed to prohibit a local agency from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need, except as provided. The act further provides that for its purposes, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.The act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application, as specified, was submitted, except as otherwise provided. The act defines "ordinances, policies, and standards" to include general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, as defined, including those relating to development impact fees, capacity or connection fees or charges, permit or processing fees, and other exactions.This bill would include in the definition of "ordinances, policies, and standards" materials requirements, postentitlement permit standards, and any rules, regulations, determinations, and other requirements adopted or implemented by other public agencies, as defined.The Permit Streamlining Act, among other things, requires public agencies to approve or disapprove of a development project within certain timeframes, as specified. The act requires public agencies to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. The act requires a public agency, upon its determination that an application for a development project is incomplete, to include a list and a thorough description of the specific information needed to complete the application.This bill would provide that for the purposes of the Permit Streamlining Act, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision adopted or implemented by a public agency, as defined, if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity, except as specified.By imposing additional duties on local agencies, 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.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.	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1276
AB1290: 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1290
AB13: Public Utilities Commission: membership: reports.	The California Constitution establishes the Public Utilities Commission consisting of 5 members appointed by the Governor and approved by the Senate.This bill would require that one member be an at-large member with expertise in nongovernmental public advocacy or public interest law and with a nongovernmental background, as specified. The bill would require the Governor, in selecting, and the Senate, in confirming, members of the commission to consider regional diversity in the membership of the commission. The bill would require the Governor, in appointing a candidate for membership in the commission, to consider using a candidate pool that comprises persons with permanent residences in certain regions of the state, as specified.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.This bill would require the president of the commission, at the annual appearance before those committees, to also present information related to rates affordability and ratesetting cases decided by, or pending before, the commission.Existing law requires the commission to report annually to the Legislature on the timeliness in resolving cases, including the number of orders issued extending the statutory deadline.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.	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB13
AB1305: Air pollution control and air quality management districts: permit information: internet website.	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.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.This bill would require each air district, for all active permits required for equipment or processes that may release or control air pollutants and that require or required the use of one or more emission reduction credits, to make publicly available on its internet website a map of permitted facilities containing specified information regarding those permits. By adding to the duties of air districts, 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1305
AB1323: County employees' retirement: administration: retirement board member compensation for meetings.	Existing law, the County Employees Retirement Law of 1937, authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees and their beneficiaries. Existing law sets forth the membership composition for boards of retirement and boards of investment, as specified. Existing law authorizes the board of supervisors for counties for which these provisions apply to provide that certain members of these boards shall receive compensation at a rate of not more than $100 for a meeting or for a meeting of a committee authorized by the entire board. This bill would authorize the board of supervisors to adopt a provision that would authorize the board of retirement to increase the above-described compensation limit by an amount not to exceed 5% of the rate for each calendar year following the operative date of the last adjustment.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1323
AB1331: Workplace surveillance.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board, or commission.This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling employees in a bathroom located in the workplace, except as specified. The bill would provide an employee with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering a bathroom, except as specified.This bill would authorize the commissioner to enforce the bill's provisions, as prescribed, and would authorize a public prosecutor to bring specified enforcement actions. The bill would subject an employer who violates the bill to a civil penalty of up to $500 for each violation.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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1331

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1379: Vehicles: speed safety system pilot program.	Existing law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program if the system meets specified requirements. Existing law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.This bill would expand the list of cities authorized to establish a speed safety system pilot program as described above to include the City of Sacramento.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Sacramento.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1379
AB1381: Education-related positions: previous employment disclosures: Commission on Teacher Credentialing: unprofessional conduct.	Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Existing law requires the commission to appoint a Committee of Credentials and requires allegations of acts or omissions for which adverse action may be taken against applicants or holders of teaching or services credentials to be reported to the committee.Existing law requires a person applying for a certificated or noncertificated position at a school district, county office of education, charter school, state special school or diagnostic center operated by the State Department of Education, or private school to provide that prospective employer with a complete list of every school district, county office of education, charter school, state special school or diagnostic center operated by the department, and private school that previously employed the applicant. Existing law requires those entities, when considering an applicant for a certificated or noncertificated position, to inquire with each disclosed entity as to whether the applicant, while previously employed by the disclosed entity, was the subject of any credible complaints of, substantiated investigations into, or discipline for, egregious misconduct. Existing law requires the responding entities that have made a report of an employee's egregious misconduct to the commission to disclose this fact to the inquiring entity, and to provide the inquiring entity with a copy of all relevant information within its possession that was reported to the commission, as applied to certificated employees, or used to support a substantiated investigation, as applied to noncertificated employees.This bill would establish that the failure by a certificated employee to provide the above-described employment history constitutes unprofessional conduct and may subject the person applying for the certificated position to adverse action by the commission. The bill would prohibit the superintendent of a school district or county office of education, or the chief administrator of a charter or private school, from hiring a certificated or noncertificated employee without completing the applicable inquiry for employment history, as described above. The bill would require the superintendent of a school district or county office of education, or the chief administrator of a charter or private school, to ensure compliance with the above-described inquiries for employment history of certificated or noncertificated employees. The bill would establish that the failure to comply with these requirements constitutes unprofessional conduct and may subject the superintendent or chief administrator to adverse action by the commission.To the extent the bill would impose additional duties on local agencies or officials, 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, 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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1381
AB1383: Public employees' retirement benefits.	The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds.The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits.Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations.This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would make related, conforming changes to these provisions on pensionable compensation. The bill also would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law.PEPRA requires each retirement system that offers a defined benefit plan for safety members of the system to use one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57.This bill would establish new retirement formulas, for employees first hired on or after January 1, 2027, as 2.5% at age 55, 2.7% at age 55, or 3% at age 55, subject to certain exceptions. For new members hired on or after January 1, 2013, who are safety members, the bill would require employers to adjust the formulas for service performed on or after January 1, 2027, to offer the formula that has the same fraction at age 55 as the fraction at age 57 in the formula the employer offered pursuant to existing law. The bill would authorize a public employer and a recognized employee organization to negotiate a prospective increase to the retirement benefit formulas for safety members and new safety members, consistent with the formulas permitted under PEPRA, including the new formulas described above.This bill would authorize an employer and its employees to agree in a memorandum of understanding to be subject to a higher safety plan or a lower safety plan, subject to certain requirements, including that the memorandum of understanding is collectively bargained in accordance with applicable laws. By increasing the contribution to continuously appropriated funds, and by increasing expenditures from those funds, this bill would make an appropriation.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1383
AB1403: Emergency services.	Existing law, the Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act, governs local emergency medical services (EMS) systems, authorizes each county to develop an EMS program and designate a local EMS agency, and requires the Emergency Medical Services Authority to receive plans for the implementation of EMS systems from local EMS agencies, as specified. Existing law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Existing law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts, as specified.This bill would authorize a county board of supervisors or the governing body of an entity or a joint powers agency designated as the local EMS agency by the board of supervisors to provide ambulance services to persons located within the county's jurisdiction by specified means, including assigning the duty of providing ambulance services to residents of the county to an existing county department and providing the department with the necessary staffing, vehicles, and equipment to provide ambulance services.The bill would require a county board of supervisors or a local EMS agency to adopt a written policy, including specified requirements, for an emergency ambulance services provider in order to enter into a contract with a provider for emergency ambulance services and would include required provisions for those contracts.The bill would make related findings and declarations.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1403

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1421: 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 require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21. Page 3868.)	1/29/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1421
AB1432: Homelessness Accountability, Recovery, and Treatment Act.	Existing law establishes and provides funding for various state programs in connection with assisting the homeless, including Housing First. Existing law establishes the core components of Housing First to include, among other things, tenant screening and selection practices that promote accepting applicants regardless of their sobriety or use of substances, completion of treatment, or participation in services.This bill, the Homelessness Accountability, Recovery, and Treatment Act, would authorize a state agency to use up to 40 percent of existing noncontinuously appropriated funds allocated to a homelessness program on recovery housing that does not meet the core components of Housing First.Existing law requires the Governor to create an Interagency Council on Homeless to create partnerships among state agencies and departments, local government agencies, and specified nonprofit entities to arrive at specific strategies to end homelessness and collect, compile, and make publicly available specified financial data provided to the council from all state-funded homelessness programs.This bill would require a nonprofit that receives state or local government funding for homelessness programs to annually report to the relevant state agency or local government from which they receive funding specified standardized performance metrics. The bill would require a state agency, as defined, to develop a standardized reporting template and compile and publish an annual report summarizing the performance metrics. The bill would require a nonprofit to maintain records and documentation to support the performance metrics and make those records available for audit or review upon request by a local government or state agency. The bill would require a state agency, in collaboration with local governments, to establish procedures for certifying the accuracy of the performance metrics. To the extent that the bill would require a local government to cooperate fully with a state agency to establish those procedures, the bill would impose a state-mandated local program. The bill would require a state agency to provide technical assistance and resources to assist nonprofits, particularly smaller nonprofit organizations, in complying with these reporting requirements. The bill would require a state agency to adopt regulations to implement the act no later than January 1, 2027, and would require a nonprofit to begin reporting performance metrics beginning with the first full fiscal year following the adoption of regulations.This bill would define various terms for purposes of the act.The California Constitution requires the state to reimburse local agencies and school districts for certain costs 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1432
AB1442: Essential Worker Commission.	Existing law establishes the Labor and Workforce Development Agency, consisting of various offices and entities, including the office of the Secretary of Labor and Workforce Development, the Agricultural Labor Relations Board, and the California Workforce Development Board.This bill would establish the Essential Worker Commission within the Labor and Workforce Development Agency, to review, investigate, and analyze issues relating to essential workers in the state, including workplace safety and health protections and wages and benefits for undocumented workers. The bill would require the Essential Worker Commission, based on that review, investigation, and analysis, to establish the Essential Worker Legal Work Program to provide essential workers with legal pathways to remain in California and work lawfully.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1442
AB1486: Climate resiliency: research farms: grant program.	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 protection 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.Existing law authorizes a state agency to furnish services, materials, or equipment to, or perform work for, any other state agency upon terms and conditions and for the consideration as they may determine, and to enter into agreements for that purpose, subject to approval of the Director of General Services. Existing law requires a state agency that furnishes the services, materials, or equipment to, or performs the work for, the other state agency to compute charges in a manner approved by the Director of Finance. Existing law authorizes a state agency to provide for the advancing of funds, as provided, to defray those charges.This bill would authorize the State Department of Education to advance a payment for a contract or agreement made with the Department of Food and Agriculture pursuant to the research farm provisions of Proposition 4, described above, in the 2026–27 and 2027–28 fiscal years. The bill would exempt those contracts and agreements from the above-described requirement of approval by the Director of General Services. The bill would provide, for purposes of those contracts and agreements, that developing a research farm pursuant to the research farm provisions of Proposition 4 includes constructing a new research farm and maintaining, altering, or improving an existing research farm previously constructed by the Agricultural Experiment Station or the Agricultural Research Institute.This bill would provide, for purposes of the research farm grants, that Agricultural Experiment Stations and Agricultural Research Institutes are designated by the University of California and the California State University.	Enrolled and presented to the Governor at 3:30 p.m.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1486
AB1491: 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.	Died at Desk.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1491

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1553: California Environmental Quality Act: notice: direct mailing: electronic mail.	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 a lead agency that is preparing an environmental impact report, a negative declaration, or making other determinations, to provide public notice of that fact within a reasonable period of time, as provided. CEQA requires a lead agency to give notice to the last known name and address of all organizations and individuals who have previously requested notice, and to give notice by posting the notice on the internet website of the lead agency, and to give notice through one of 3 different procedures, including direct mailing to the owners and occupants of contiguous property shown on the latest equalized assessment roll. Existing law also requires, for a project involving the burning of municipal wastes, hazardous waste, or refuse-derived fuel, to give notice by direct mailing to the owners and occupants of property within 14 of a mile of any parcel or parcels, as specified.This bill would authorize a lead agency to satisfy the direct mailing requirements listed above by electronic mail if the recipient affirmatively requested to receive notice by electronic mail.	Re-referred to Com. on NAT. RES.	3/17/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1553
AB1557: Vehicles: electric bicycles.	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. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime.This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification.This bill would authorize a cargo electric bicycle to be equipped with an electric motor with a maximum continuously rated power of 750 watts. The bill would define a cargo electric bicycle as an electric bicycle that is built with a reinforced frame and integrated rack or platform designed to transport goods or additional persons.This bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power. The bill would also prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as a class 1 or class 2 electric bicycle with a motor that is capable of exceeding 250 watts of continuous power or that is capable of providing assistance to reach speeds greater than 16 miles per hour. The bill would make a violation of these provisions punishable by a civil penalty not to exceed $15,000 for a first violation and not to exceed $50,000 for each subsequent violation, upon an action brought by the Attorney General, a city attorney, a county counsel, or a district attorney. The bill would specify that a violation of this provision is not a criminal offense.Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle, and authorizes a peace officer to remove the electric bicycle being operated by the person. Existing law requires an agency to release a seized electric bicycle to the owner, violator, or their agent after a minimum of 48 hours if certain conditions are met, including that the costs of removal, seizure, and storage have been paid. Existing law authorizes an agency to require, as a condition of release of an electric bicycle removed under this provision, proof that the violator has completed an electric bicycle safety and training program or a related local bicycle safety course, as described.This bill would prohibit a person under 16 years of age from operating an electric bicycle with a motor that is capable of exceeding 250 watts of continuous power, and would authorize a peace officer to remove the electric bicycle that is being operated by the person. The bill would authorize an agency to require proof that the violator has completed an electric bicycle safety and training program or a related local bicycle safety course, as described, as a condition of release of the electric bicycle. Because a violation of this prohibition 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.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1557
AB1563: Budget Act of 2026.	This bill would make appropriations for the support of state government for the 2026–27 fiscal year.This bill would declare that it is to take effect immediately as a Budget Bill.	Referred to Com. on BUDGET.	4/6/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1563

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1576: Workers' compensation: Subsequent injuries payments.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides certain methods for determining workers' compensation benefits payable to a worker or the worker's dependents for purposes of permanent total disability or permanent partial disability that include a determination of the percentage of permanent disability incurred. Existing law requires that, for injuries incurred before January 1, 2013, in determining the percentages of permanent disability, account be taken of the nature of the physical injury or disfigurement, the occupation of the injured employee, and the injured employee's age at the time of the injury, and requires that specified factors be considered in determining an employee's diminished earning capacity for these purposes. For purposes of these provisions, "nature of the physical injury or disfigurement" incorporates the descriptions and measurements of physical impairment and the corresponding percentages of impairments published in the American Medical Association (AMA) Guides to the Evaluation of Permanent Impairment (5th Edition). For injuries occurring on or after January 1, 2013, in determining the percentages of permanent disability, existing law requires the same factors be taken into account but removes from consideration the employee's diminished future earning capacity and, instead, incorporates an adjustment factor of 1.4, as specified.Existing law also establishes the Subsequent Injuries Benefits Trust Fund, a continuously appropriated fund. Under existing law, if a permanently, partially disabled employee receives a subsequent compensable injury resulting in additional permanent disability, then that employee receives compensation from the Subsequent Injuries Benefits Trust Fund. Existing law requires, when applicable, the additional permanent disability resulting from the subsequent injury to be equal to 35% or more of total, when considered alone and without regard to, or adjustment for, the occupation or the age of the employee.For purposes of determining permanent disability resulting from a subsequent injury, this bill would measure permanent disability, for injuries occurring on or after January 1, 2005, and prior to January 1, 2013, by the whole person impairment rating as determined in accordance with the AMA Guides to the Evaluation of Permanent Impairment (5th Edition), after adjustment for diminished future earning capacity and without regard to, or adjustment for, the occupation or age of the employee. For injuries occurring on or after January 1, 2013, the bill would measure permanent disability in the same manner as an injury occurring on or after January 1, 2005, and prior to January 1, 2013, except that an adjustment for diminished future earning capacity is replaced by the 1.4 adjustment factor. The bill would state that these provisions are declarative of existing law. To the extent the bill changes the eligibility requirements for and calculation for payments made from the Subsequent Injuries Benefits Trust Fund, the bill would make an appropriation.This bill would, for compensable subsequent injuries occurring on or after January 1, 2027, require, for purposes of determining eligibility for and the amount of an award of special additional compensation, the existence of the prior permanent partial disability at the time of the subsequent compensable injury to be determined by substantial evidence, based on medical records, testimony, or other evidence, that the prior permanent partial disability predated the subsequent compensable injury and that the prior permanent partial disability resulted in loss of earnings, interfered with work activities, or otherwise impacted the ability of the employee to perform work activities or activities of daily living. The bill would require the administrative director to create and maintain a database of qualified medical evaluators to perform evaluations for claims filed for a subsequent compensable injury. The bill would make conforming changes.Existing law requires the WCAB to fix and award the amounts of special additional compensation to be paid and to direct the State Compensation Insurance Fund (SCIF) to pay the additional compensation awarded. Existing law authorizes the additional compensation to be paid only from funds appropriated for these purposes. Existing law authorizes SCIF to reimburse itself for specified costs from this appropriation.This bill would replace SCIF with the Director of Industrial Relations, as trustee of the Subsequent Injuries Benefits Trust Fund, as the entity to pay the additional compensation awarded by the WCAB. The bill would delete SCIF's authorization to reimburse itself for specified costs.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1576
AB1578: State agency officials: training on responding to hate: local agency officials: anti-hate speech training.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education.This bill would require, beginning on January 1, 2028, if a state agency provides any type of compensation, salary, or stipend to a state agency official of that agency, that all state agency officials of that agency receive training on responding to hate, as prescribed. The bill would define "state agency official" to mean a state elected official for that purpose. The bill would require at least one hour of training and education for a state agency official within the first 6 months of taking office or commencing employment, and every 2 years thereafter. The bill would authorize a state agency or an association of state agencies to offer one or more training courses, or sets of self-study materials with tests, to meet these requirements. The bill would authorize a state agency to develop its own training that meets the requirements or direct elected officials to complete a training developed by the department. The bill would require the department to develop or obtain an online training course on responding to hate and make the course available on its internet website.Existing law requires local agency officials, as defined, to receive sexual harassment prevention training and education if the local agency provides any type of compensation, salary, or stipend to those officials. Existing law requires the training and education to include practical examples aimed at instructing the local agency official in the prevention of sexual harassment, discrimination, and retaliation.This bill would additionally require, beginning on January 1, 2028, the above-described training and education to include for any elected local agency official, as a component of the training and education, anti-hate speech training, as described. The bill would authorize an elected local agency official to take a training developed for state agency officials pursuant to the bill to satisfy the anti-hate speech training requirement.By imposing new requirements on local agencies, 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, 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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1578
AB1584: State Air Resources Board: Office of Civil Rights.	Existing law establishes within the California Environmental Protection Agency the State Air Resources Board. Existing law provides for the establishment of air pollution control districts and air quality management districts. Existing law generally vests regulatory jurisdiction over stationary sources of air pollution in the air pollution control districts and air quality management districts and regulatory jurisdiction over mobile sources of air pollution in the State Air Resources Board.This bill, contingent upon an appropriation by the Legislature in the annual Budget Act or another act for its purposes, would create the Office of Civil Rights within the state board. The bill would set forth the responsibilities of the office, including providing training on civil rights obligations to board staff, grantees, contractors, and subrecipients. The bill would require the state board to post on its internet website an annual summary of information regarding the office, including a summary of civil rights complaints received by the office and a description of compliance and enforcement efforts by the office relating to civil rights.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1584

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1599: Public transit: California Transit Stop Registry: transit datasets.	Existing law establishes the Department of Transportation and vests it with various powers and duties.This bill would require the department to create, on or before June 1, 2027, and with input from transit operators, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available seating, and unique identifier, and information on whether the transit stop is sheltered, as specified.Existing law provides for the funding of public transit, including under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act.This bill would require a transit operator, as defined, on or before January 1, 2028, to (1) ensure that the name and location of each of its transit stops conforms with the name and location for the stop in the California Transit Stop Registry, (2) use a transit stop's unique identifier listed in the registry when publishing any dataset with stop information or during publication of agency open datasets, and (3) report, for inclusion in the California Transit Stop Registry, if each of its transit stops has seating and shelter. By requiring a transit operator to perform new duties, 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, 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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).	8/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1599
AB1624: Public Lands Protection Act.	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 of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare 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.This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California's climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions.This 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.This bill would make these provisions severable.This bill would declare that it is to take effect immediately as an urgency statute.	Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1624
AB1654: Vehicles: commercial driver's licenses.	Existing law prohibits a person from operating a commercial motor vehicle unless that person has in their immediate possession a valid commercial driver's license of the appropriate class. Existing law requires a person to pass a knowledge test and driving test for the operation of a commercial motor vehicle that complies with minimum federal standards, as specified, before being issued a commercial driver's license.This bill would require the Department of Motor Vehicles, before issuing or renewing a commercial driver's license, to verify the applicant's lawful presence in the United States, as specified. The bill would require the department to revoke any commercial driver's license issued to a person subsequently determined to be unlawfully present in the United States, as specified.	In committee: Set, first hearing. Failed passage. Reconsideration granted.	4/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1654
AB1678: Claremontclair Authority: Metro A Line Extension project.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of a light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned along the rail right-of-way extending to the City of Montclair in the County of San Bernardino, as provided.This bill would reduce the scope of the light rail project overseen by the Metro Gold Line Foothill Extension Construction Authority by instead providing that the project extends to any mass transit guideway that may be planned along the rail right-of-way to the City of Claremont in the County of Los Angeles.This bill would instead require the Claremontclair Authority (authority), which the bill would create, to award and oversee all design and construction contracts for completion of a light rail project extending from and including the rail tracks located to the east of the Claremont light rail station to be constructed by the Metro Gold Line Foothill Extension Construction Authority and continuing to the Montclair Transit Center in the City of Montclair in the County of San Bernardino. The bill would grant the authority all the powers necessary for completion of the project, as provided. The bill would require the authority to conduct financial studies and planning and engineering necessary for completion of the project and to make reasonable progress in the design and construction of the project. The bill would require the authority to be dissolved upon completion of project construction. The bill would also make conforming changes.This bill would require the authority to be governed by a board of 5 voting members and one nonvoting member, with the city councils of the Cities of Claremont and Montclair, the Los Angeles County Metropolitan Transportation Authority (LACMTA), the president of the board of directors of the San Bernardino County Transportation Authority (SBCTA), and the County of San Bernardino Board of Supervisors each appointing one voting member and the Governor appointing the nonvoting member. The bill would authorize the board to appoint an executive director and authorize the executive director to appoint staff or retain consultants as necessary to carry out the duties of the authority.This bill would require LACMTA and SBCTA to enter into an agreement with the authority to grant to the authority or hold in trust with the authority all real property and real property rights, and other assets, as necessary for the completion of the project. The bill would also require LACMTA and the authority to enter into a memorandum of understanding that specifically addresses the ability of LACMTA to review any significant changes in the scope of the design or construction, or both the design and construction, of the project. The bill would require LACMTA to assume responsibility for operating all completed phases of the project, with operation of certain portions of the project being contingent upon LACMTA entering into an operations and maintenance agreement with SBCTA, as provided.By imposing new duties on local agencies, 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, 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.	Assembly Rule 56 suspended. (Page 4580.)	4/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1678

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1704: Greenhouse gases: embodied carbon building materials.	Existing law requires, by December 31, 2026, the State Air Resources Board, in consultation with relevant stakeholders, as provided, to develop a framework for measuring the average carbon intensity of the materials used in the construction of new buildings, including those for residential uses. Existing law requires, by December 31, 2028, the state board to develop a comprehensive strategy for the state's building sector to achieve a 40% net reduction in greenhouse gas emissions of building materials, as specified, as soon as possible, but no later than December 31, 2035. Existing law authorizes the state board to establish an embodied carbon trading system, as defined, in compliance with these requirements, as provided.This bill would require the state board to determine whether using building materials with lower embodied carbon would be cost effective during the first 2-year period of their use compared to using conventional building materials before implementing the above-described provisions. If the state board determines that using building materials with lower embodied carbon would not be cost effective during the first 2-year period of their use compared to using conventional building materials, the bill would require the state board to delay or suspend, as applicable, implementation of those provisions for not less than 5 years, not to exceed 10 years in total.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1704
AB1708: Homeless Housing, Assistance, and Prevention program: round 8: smaller jurisdictions.	Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 6 rounds, with rounds 1 to 5, inclusive, administered by the Interagency Council on Homelessness and round 6 administered by the Department of Housing and Community Development, as provided. Existing law establishes round 7 of the program and states the intent of the Legislature to enact future legislation that specifies the parameters, as specified. To be eligible for round 5 or round 6 base program allocation, existing law requires a jurisdiction that is not a tribe to apply as part of a region and be signatory to a regionally coordinated homelessness action plan that meets specified requirements.This bill would apply to the allocation of funding available under round 8 of the program and require a round 8 regionally coordinated homelessness action plan to include certain components, including a description of programs and interventions provided by smaller jurisdictions, as defined, that serve the objects and goals of the program, as specified. The bill would authorize a region receiving funding under round 8 to allocate a portion of that funding to smaller jurisdictions to support those programs. The bill would prescribe requirements for a smaller jurisdiction to be eligible to receive funding pursuant to these provisions.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1708
AB1710: Permit Streamlining Act: housing development projects: conformity with ordinances and standards.	The Permit Streamlining Act, among other things, requires public agencies to approve or disapprove of a development project within certain timeframes, as specified. The act requires public agencies to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. The act requires a public agency, upon its determination that an application for a development project is incomplete, to include a list and a thorough description of the specific information needed to complete the application.This bill would provide that for the purposes of the Permit Streamlining Act, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision adopted or implemented by a public agency, as defined, if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity, except as specified.By imposing additional duties on local agencies, 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. 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.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1710
AB1729: State employment: telework programs.	Existing law requires every state agency to develop and implement a telecommuting plan as part of its telecommuting program in work areas where telecommuting is identified as being both practical and beneficial to the organization. Existing law requires the Department of General Services to establish a unit for purposes of overseeing telecommuting programs that is required to, among other things, develop and update policy, procedures, and guidelines to assist agencies in the planning and implementation of telecommuting programs. Existing law requires the department to establish criteria for evaluating the state's telecommuting program. Existing law defines "telecommuting" for purposes of those provisions. This bill would revise and recast those provisions. The bill would replace the term "telecommuting" with "telework," as defined. The bill would also require the Department of General Services to establish a telework dashboard that displays the cost-effectiveness and efficiency benefits of state telework programs, including documenting annual savings to the state of reduced office space and operating costs. The bill would additionally require each state agency, every 10 years, to evaluate its telework program to ensure that it aligns with the state agency's unique operational needs to carry out its programmatic missions and to help recruit and retain a qualified workforce.This bill would declare that it is to take effect immediately as an urgency statute.	Read third time. Urgency clause adopted. Passed. Ordered to the Assembly. (Ayes 31. Noes 6.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1729
AB1732: California Environmental Quality Act: exemption: affordable housing projects: public university or public college housing projects.	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, 2033, exempts from its requirements certain actions for affordable housing projects that meet specified requirements, including confirmation by a public agency that, among other things, the project site satisfies specified requirements and a vacant project site does not contain tribal cultural resources that could be affected by the development that were found pursuant to a consultation and the effects of which cannot be mitigated, as provided.This bill would extend the operation of the above-described exemption to January 1, 2037, and would expand the exemption to also include a public university or public college housing project, as defined, that meets specified requirements. Because the bill would extend the operation of the exemption and would increase duties on a lead agency related to the expansion of this exemption, 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.	Enrolled and presented to the Governor at 4 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1732
AB1736: Political Reform Act of 1974: lobbyist employers: fictitious appearances.	(1)Existing law, the Political Reform Act of 1974, prohibits a lobbyist or lobbying firm from attempting to create a fictitious appearance of public favor or disfavor of any proposed legislative or administrative action or to cause any communication to be sent to any elected state officer, legislative official, agency official, or state candidate in the name of any fictitious person or in the name of any real person, except with the consent of the real person.The act defines "lobbyist employer" as any person, other than a lobbying firm, who employs one or more lobbyists or contracts for the services of a lobbying firm, as specified.This bill would extend the above prohibition to lobbyist employers.(2)The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act's purposes upon a 23 vote of each house of the Legislature and compliance with specified procedural requirements.This bill would declare that it furthers the purposes of the act.(3)A violation of the Political Reform Act of 1974 is punishable as a misdemeanor. By expanding the scope of a prohibition under the act, the bill would expand the scope of an existing crime and therefore create a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.	Chaptered by Secretary of State - Chapter 71, Statutes of 2026.	7/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1736

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1740: Coastal resources: local coastal program: coastal development permits: City of Santa Monica.	(1)The California Coastal Act of 1976, among other things, establishes the California Coastal Commission and provides for the planning and regulation of development in the coastal zone, as defined. The act generally requires each local government, as specified, to prepare a local coastal program for certification by the commission, however, the act authorizes any local government to request the commission to prepare the local coastal program for the local government, as provided. The act generally prohibits, after certification of a local coastal program and all implementing actions within the affected area, the commission from exercising its coastal development permit review authority over any new development within the area to which the certified local coastal program, or any portion thereof, applies.This bill would require, on or before January 1, 2029, the City of Santa Monica to submit to the commission a proposed, complete local coastal program for the city's portion of the coastal zone. By creating a new duty for the City of Santa Monica, the bill would impose a state-mandated local program. The bill would require the commission to act within 6 months of receipt of the proposed, complete local coastal program, unless an extension is requested by the city. The bill would also require the commission, within 45 days of receipt of the proposed, complete local coastal program, to provide the city, in writing, a list of identified issues, if any, that require further refinement through suggested modifications for the local coastal program, as provided, and would require the city and the commission to coordinate expeditiously and in good faith to reach agreement on any suggested modifications within 6 months of receipt of the submitted complete proposal. If the commission fails to act on the city's complete, proposed local coastal program within 6 months of receipt of a submitted complete proposal, as provided, the bill would require the commission to provide quarterly, written updates to the Legislature describing, among other things, the reason for the delay.(2)Existing law prohibits an application by a local government to convert an existing motorized vehicle lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway from being required to include a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program. Existing law requires, if a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, that the amendment be processed in accordance with the procedures applicable to de minimus local coastal program amendments if the executive director of the commission makes specified determinations.This bill would require, if a proposal to convert part or all of a developed portion of an existing road right-of-way into a bicycle right-of-way, transit right-of-way, pedestrian walkway, or combination thereof requires an amendment to a local coastal program, that the amendment be processed in accordance with the procedures applicable to de minimus local coastal program amendments if the executive director determines that, on balance, the project will provide commensurate or enhanced public access to the coast. For an application for a coastal development permit to convert part or all of the developed portion of an existing road right-of-way that is not a state highway into a bicycle right-of-way, transit right-of-way, pedestrian walkway, or combination thereof, the bill would require the permit requirement be waived if the executive director determines that, on balance, the project will provide commensurate or enhanced public access to the coast. The bill would, until December 31, 2032, require, on or before January 31 of each year, the commission to post on its internet website and transmit to the Legislature a report that includes, among other things, the total number of applications received for a coastal development permit to convert part or all of the developed portion of an existing road right-of-way that is not a state highway into a bicycle right-of-way, transit right-of-way, pedestrian walkway, or combination thereof, as provided.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Santa Monica.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.	Enrolled and presented to the Governor at 4 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1740
AB1745: Motor Vehicle Fuel Tax Law: suspension of tax.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon.Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. 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.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.This bill would declare that it is to take effect immediately as an urgency statute.	Referred to Com. on TRANS.	2/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1745
AB1752: Eminent domain: appraisals.	Existing law, the Eminent Domain Law, authorizes a public entity to exercise the power of eminent domain to acquire property for a public use, as specified. Existing law entitles the owner of a property acquired by eminent domain to specified compensation. Existing law requires a public entity to pay reasonable costs, not to exceed $5,000, of an independent appraisal ordered by the owner of a property that the public entity offers to purchase under the threat of eminent domain.This bill would require a public entity that offers to purchase property under a threat of eminent domain related to specified purposes to pay the full reasonable costs of an independent appraisal ordered by the owner, not to exceed $8,000.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1752
AB1768: Transactions and use taxes: Counties of Contra Costa and Los Angeles.	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in any county not exceed 2%.This bill would authorize, until December 31, 2031, the County of Los Angeles, by an ordinance adopted by the county, to levy a tax pursuant to the Transactions and Use Tax Law at a rate not to exceed 0.5% for general and special purposes, subject to voter approval, as specified. The bill would also authorize, until December 31, 2031, the County of Contra Costa, by an ordinance adopted by the county, to levy a tax pursuant to the Transactions and Use Tax Law at a rate not to exceed 0.625% for general or specific purposes, subject to voter approval, as specified. The bill would authorize those taxes to exceed the 2% limit described above.This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Contra Costa and Los Angeles.This bill would declare that it is to take effect immediately as an urgency statute.	Chaptered by Secretary of State - Chapter 11, Statutes of 2026.	6/1/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1768
AB1777: Air pollution: indirect sources.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution.Existing law requires the state board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air districts, and the United States Environmental Protection Agency.This bill would authorize the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt regulations to reduce or mitigate emissions from indirect sources of pollution.Existing law makes any violation of a rule or regulation of the state board relating to nonvehicular air pollution control a misdemeanor.Because a violation of these regulations of the state board with respect to nonvehicular sources subject to those regulations would be a crime, 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.	Read second time. Ordered to third reading.	5/18/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1777

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1783: Vehicle miles traveled: local tax and state fund prohibition.	(1)Existing law sets forth various provisions on the use of state funds, including by prohibiting the use of a grant of state funds to assist, promote, or deter union organizing.This bill would prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled (vehicle miles purposes). The bill would require the reversion of funds appropriated from the General Fund to another fund for vehicle miles purposes and would require the deobligation of encumbered but unexpended funds for those purposes. The bill would require the Department of Finance to, within 60 days of January 1, 2027, identify all relevant appropriations and ensure their reversion or transfer. The bill would additionally prohibit any future Budget Act from appropriating funds for vehicle miles purposes unless expressly authorized by statute, as described.(2)Existing law authorizes the legislative body of a city or county to impose various taxes, including occupancy taxes and sales and use taxes. Existing law also prohibits a city and county form imposing certain taxes, such as a tax upon income. This bill would prohibit a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. The bill would not prohibit the collection of tolls for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable.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.	From committee: Without further action pursuant to Joint Rule 62(a).	5/12/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1783
AB1786: Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.	Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of $1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed $3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030.This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of $500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2032. With regard to the above-specified reporting requirement, the bill would, instead, require the governing body of a participating county, city, or the San Gabriel Valley Council of Governments to submit the report, as specified, to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2031. The bill would expand the crime of perjury by extending the operation of the program and expanding the program to cities and the San Gabriel Valley Council of Governments, thereby imposing 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.This bill would make legislative findings and declarations as to the necessity of a special statute for the San Gabriel Valley.	Enrolled and presented to the Governor at 4 p.m.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1786
AB1789: Political Reform Act of 1974: candidate trainings.	The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing, including requiring the reporting of campaign contributions and expenditures and imposing other reporting and recordkeeping requirements on campaign committees.This bill would, commencing January 1, 2029, require a candidate for elective office with a candidate controlled committee to complete a training course on the requirements of the Political Reform Act of 1974 with respect to campaigns for the office for which they intend to be a candidate. For a candidate who does not complete the training, the bill would prohibit the candidate controlled committee from receiving contributions until the candidate completes the training. The bill would, commencing January 1, 2029, also require the treasurer for a candidate controlled committee to complete a training course on the requirements of the act that apply to the committee. The bill would prohibit a committee whose treasurer does not complete the training course from accepting contributions until the training course is completed. The bill would exempt from these requirements an individual who is required to complete, and has completed, a similar training offered by a local government ethics agency.By prohibiting a committee's receipt of contributions if specified conditions are not satisfied, as set forth above, the bill would create a new crime and thereby establish a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act's purposes upon a 23 vote of each house of the Legislature and compliance with specified procedural requirements.This bill would declare that it furthers the purposes of the act.	Enrolled and presented to the Governor at 3:30 p.m.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1789
AB1791: State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.	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. This bill would prohibit the state board from adopting any regulation or rule that would add more than $0.02 to the cost of a gallon of gasoline or add $2,000 or more to the cost to build any home. The bill would require the state board to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. Existing law, the Lewis-Presley Air Quality Management Act, establishes the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the South Coast Air Basin as the local agency with the responsibility for comprehensive air pollution control within the basin. This bill would prohibit the south coast district from adopting any regulation or rule that would add more than $0.02 to the cost of a gallon of gasoline, add $2,000 or more to the cost to build any home, or add $5,000 or more to the cost to build a nonresidential building. The bill would require the south coast district to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. To the extent it would impose additional duties on a local entity, 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, 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.	Referred to Com. on NAT. RES.	2/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1791
AB1803: Employment: sexual harassment training and education: anti-hate speech training.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education.This bill would additionally require that, beginning January 1, 2028, the above-described training and education include, as a component of the training and education, anti-hate speech training, as specified.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 60. Noes 11.).	8/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1803

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1813: Electricity: customer renewable energy subscription program.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC, on or before March 31, 2024, to evaluate each customer renewable energy subscription program to determine if the program meets specified goals and to determine whether it would be beneficial to ratepayers to establish a new tariff or program for an electrical corporation, or modify an existing tariff or program administered by an electrical corporation, to establish a community renewable energy program, as provided. If the PUC determines that it would be beneficial to ratepayers to establish the community renewable energy program, existing law requires the PUC, on or before July 1, 2024, to establish the program and require each electrical corporation to participate in the program.This bill would revise the requirements of the customer renewable energy subscription program, as provided, among other things, to promote participation by low-income customers at levels commensurate with the opportunity provided to certain customer-generators, to provide bill credits to subscribers based on the avoided costs of community renewable energy generators, as defined, participating in the program if the community renewable energy generator is determined to be a load-modifying resource, to require all community renewable energy generators participating in the program to have no more than 5 megawatts of generation capacity and no more than 5 megawatts of energy storage, and to limit the total program capacity to 4 gigawatts or end the enrollment of new community renewable energy generators in the program after 7 years, whichever occurs first. The bill would require the State Energy Resources Conservation and Development Commission (Energy Commission), in a public process that includes opportunity for public comment, to evaluate the load-modifying potential of community renewable energy generators, as specified, and, if the evaluation finds that community renewable energy generators have load-modifying potential, to, on or before December 1, 2027, in a public process with opportunity for public comment, identify attributes that the Energy Commission would expect a community renewable energy generator to meet in order to be classified by the PUC as a load-modifying resource, as provided. The bill would require the PUC, within 180 days following the identification of attributes by the Energy Commission, to adopt or modify a customer renewable energy subscription program consistent with the revisions to the program made by the bill, and would require the PUC to establish in the program a mechanism to determine whether community renewable energy generators are load-modifying resources, as provided.Existing law requires the PUC, within 24 months of establishing a community renewable energy program and annually thereafter for the duration of the program, to submit to the Legislature a report on the facilities deployed and customers subscribed, as provided.This bill would instead require the PUC, within 24 months of the adoption or modification of a customer renewable energy subscription program and annually thereafter for the duration of the program, to submit to the Legislature a report on the community renewable energy generators participating in the program and customers subscribed. The bill would repeal this requirement on January 1, 2034.Under existing law, a violation of an order, decision, rule, direction, demand, or requirement of the PUC is a crime.Because a violation of a PUC action implementing this bill's requirements 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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1813
AB1821: California Public Records Act: agency response time.	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. 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, as defined.This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days.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.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.	Enrolled and presented to the Governor at 4 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1821
AB1833: Consumer Driving Data Protection Act of 2026.	The Insurance Rate Reduction and Reform Act of 1988, an initiative measure enacted by Proposition 103, as approved by the voters at the November 8, 1988, statewide general election, prohibits specified insurance rates from being approved or remaining in effect that are excessive, inadequate, unfairly discriminatory, or otherwise in violation of the act. Under the act, rates and premiums for automobile insurance are determined based on specified factors, including the insured's driving safety record. Existing law authorizes the provisions of Proposition 103 to be amended by a statute that furthers the purposes of the act and is enacted by the Legislature with a 23 vote.This bill, the Consumer Driving Data Protection Act of 2026, would authorize a consumer to opt to use telematics to establish their driving record, thus amending Proposition 103. The bill would prohibit the use of telematics data for a purpose other than rating private passenger automobile insurance. The bill would require a rate application under which telematics would be used to establish an insured's driving record to include specified materials related to the insurer's telematics program. This bill would prohibit an insurer that uses telematics from taking specified actions, including conditioning eligibility for a discount upon participation in a telematics program, unless the discount is approved by the commissioner. The bill would also set forth consent and privacy requirements for the collection and use of telematics data. The bill would authorize the commissioner to impose specified penalties for violations of the bill's provisions, including civil penalties and suspension of an insurer's telematics program. The bill would declare that its provisions further the purposes of Proposition 103.	In committee: Set, first hearing. Hearing canceled at the request of author.	4/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1833

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

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1837: Video imaging of parking violations.	Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025.This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement. The bill would allow only local agencies to use video image records to enforce parking violations and would prohibit the use or access of these records for general law enforcement purposes or by federal authorities, as specified.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.This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco.	Enrolled and presented to the Governor at 4 p.m.	8/27/2026	Support	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1837
AB1838: Public contracts: local agencies: responsive bidders.	Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer.This bill would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid. The bill would require a local agency to establish a process for a contractor to appeal their bid disqualification, as specified. By requiring local agencies to establish a bid disqualification appeal process, this bill would impose a state-mandated local program. The bill would exempt public works contracts covered by a project labor agreement, and projects where local agencies require contractors to prequalify as a condition of bidding.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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 64. Noes 8.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1838
AB1839: Privacy: driver's license information.	Existing law authorizes a business to scan or swipe a driver's license or identification card issued by the Department of Motor Vehicles in any electronic device for prescribed verification and informational purposes. Existing law authorizes an organ procurement organization, as defined, to scan or swipe a driver's license or identification card to transmit information for the purpose of allowing an individual to identify themselves as a registered organ donor, subject to a specified procedure. Existing law prohibits a business or organ procurement organization from retaining or using that information for any other purpose. A violation of those provisions is a misdemeanor.This bill would make nonsubstantive changes to those provisions.	From printer. May be heard in committee March 14.	2/12/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1839
AB1849: Decarbonized gaseous fuels.	Existing law regulates the emission of air contaminants, including the oxides of nitrogen, into the atmosphere. Existing law generally vests regulatory jurisdiction over stationary sources of air pollution to the air pollution control districts and air quality management districts and regulatory jurisdiction over mobile sources of air pollution to the State Air Resources Board.This bill would require, on or before December 31, 2029, the state board to conduct an assessment of the amount of decarbonized gaseous fuels that will be needed to decarbonize hard-to-electrify end uses and maintain reliability in the electricity sector and to post the assessment on its internet website. The bill would require the assessment to include an assessment of the need for decarbonized gaseous fuels for each hard-to-electrify end use, as defined. The bill would require the state board, in assessing the policies and incentives, to consider, among other things, how to incentivize the increased production and use of decarbonized gas in California and how to maximize the benefits of decarbonized gas production and use in California, as provided.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1849
AB1855: California Environmental Quality Act: exemption: passenger rail service.	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, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. As part of the above-described exemption, CEQA prohibits a public project from being eligible for that exemption if used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives and the project is located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.This bill would instead authorize an otherwise ineligible project, as described above, to be eligible for the exemption if the project would provide daily passenger rail service between termini more than 5 miles apart where none exists as of January 1, 2027, and the rail service would run parallel to a state highway or interstate highway corridor.Because a lead agency would be required to determine whether a project qualifies for these expanded exemptions, 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.	Referred to Com. on NAT. RES.	2/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1855

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1859: Public works.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines "public works," for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor.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.This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize an awarding body, owner, contractor, or subcontractor to deny or revoke access to the committee's representative if the representative fails or refuses to comply with job site safety requirements, as specified. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee's representative reasonable access. The bill would authorize the court to award a civil penalty, not to exceed $1,000, and would require the court to award reasonable attorney's fees and costs to the prevailing party. By expanding the definition of a crime, 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.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1859
AB1874: Vehicles: driver's license suspension and revocation.	Existing law requires the Department of Motor Vehicles to immediately revoke the driving privilege of a person upon receipt of a duly certified abstract of the record of a court showing that the person has been convicted of, among other things, certain types of manslaughter. Existing law prohibits the department from reinstating that driving privilege until 3 years after the date of revocation.This bill would additionally prohibit the department from reinstating the driving privilege of a person convicted of those specified crimes and sentenced to incarceration in the state prison or county jail until 3 years after the date of release.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1874
AB1883: Workplace surveillance tools.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission.This bill would, with certain exceptions, prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to, among other things, collect neural data or recognize an individual's emotional state. The bill would define an employer to include a governmental entity, including, among other entities, charter cities and the University of California. This bill would authorize the Labor Commissioner or a public prosecutor to enforce the bill's provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to $500 for each violation. The bill would define various terms for purposes of its provisions.This bill would exempt from its provisions an employer's use of a workplace surveillance tool in specified operations where the use of a workplace surveillance tool is reasonable necessary to comply with a federal statute, federal regulation, or binding federal contract relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes.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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1883
AB1885: Public contracts: retention proceeds.	Existing law, with respect to a contract relating to the construction of any public work of improvement, prohibits the retention proceeds withheld from any payment by a public entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any subcontractor from exceeding 5% of the payment, except as specified. This bill, with respect to those contracts, would further limit specified state agencies, including the Department of Water Resources, the Department of Parks and Recreation, and the Department of Corrections and Rehabilitation, from withholding retention proceeds from a progress payment to a contractor in excess of 3.5% of the payment. The bill would require those state agencies to promptly notify the appropriate policy committees of the Legislature if the state agency's best interests are compromised because of the 3.5% retention limitation imposed by the bill.Existing law, except as specified, prohibits the percentage of the retention proceeds withheld in a contract between the original contractor and a subcontractor, and in a contract between a subcontractor and any subcontractor thereunder, from exceeding the percentage specified in the contract between the public entity and the original contractor.This bill would provide that nothing in the bill alters, amends, or impairs the rights, duties, and obligations of an original contractor, its subcontractors, and all subcontractors thereunder relating to the construction of any public work of improvement pursuant to the above-described provision.This bill would repeal its provisions on January 1, 2032.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1885
AB1895: Surplus Land Act: exemptions: land unsuitable for housing.	Existing law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law establishes procedures for the disposal of surplus land, including requiring certain information to be provided to the Department of Housing and Community Development. These procedures do not apply to the disposal of exempt surplus land. Existing law establishes various categories of exempt surplus land, including surplus land that is a former street, right-of-way, or easement, and is conveyed to an owner of an adjacent property.This bill would broaden the definition of exempt surplus land to include land that is unsuitable for housing development due to the presence of one or more specified characteristics, including land with slope instability that increases risk of mudslides, landslides, subsidence, liquefaction, and other seismic hazards.	Referred to Coms. on L. GOV. and H. & C.D.	3/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1895

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1896: Public employment: disqualifications.	Existing law contains numerous provisions governing the qualifications, standards, and training of peace officers. Existing law specifies circumstances that disqualify a person from holding office or being employed as a peace officer, including, among other things, having been convicted of a felony.This bill, the GTFO Act, would, commencing January 1, 2028, disqualify from being a peace officer a person previously employed as a sworn law enforcement officer or individual contractor and personally engaged in immigration enforcement, as defined, except as specified.Existing law requires each class of public officers or employees declared by law to be peace officers to meet specified minimum standards, including that they be 18 years of age or older, be fingerprinted for purposes of search of local, state, and national fingerprint files to disclose a criminal record, and be of good moral character, as determined by a thorough background investigation.This bill would, for purposes of those background investigations, authorize a hiring agency to consider news articles, verified social media posts, filings of civil complaints, and other verified sources.This bill, for purposes of an applicant who was previously employed as a sworn law enforcement officer or individual contractor and personally engaged in immigration enforcement, would require the hiring agency to complete the background investigation before the candidate participates in a Peace Officer Standards and Training (POST) basic course. The bill would require the hiring agency to review the background investigation and determine if the individual is suitable to enter the POST basic course subject to certain suitability standards adopted by the Commission on Peace Officer Standards and Training.This bill would require every applicant seeking appointment as a peace officer or enrollment in a POST basic course to submit to the hiring agency a declaration submitted under penalty of perjury that states whether the applicant has, at any time been employed as a sworn law enforcement officer or individual contractor that personally engaged in immigration enforcement, as specified. By requiring this statement to be made under penalty of perjury, the bill would expand the scope of a crime and impose a state-mandated local program.Existing law, the State Civil Service Act, requires that the employment procedures of the Department of Human Resources (CalHR) and of each state agency conform to the federal and state laws governing employment practices, including the use of employment forms. Existing law requires employment forms used by a state agency to require a person applying for employment to disclose whether the person has entered into an agreement with the state regarding any previous employment with the state that prohibits the person from seeking or accepting any subsequent employment with the state.This bill would additionally require the above-described employment forms to require a person applying for employment to disclose whether the person has been employed as a sworn law enforcement officer or individual contractor that personally engaged in immigration enforcement, as defined.Existing law authorizes CalHR or a designated appointing power to refuse to examine or, after examination, to refuse to declare as eligible, or to withhold or withdraw from certification, prior to appointment, anyone who meets certain criteria, such as a person who has misrepresented themselves during the application process.This bill would add to these criteria a person who was previously employed as a sworn law enforcement officer or individual contractor and personally engaged in immigration enforcement, as defined, except as specified.Existing law makes a person ineligible to hold office or employment of any kind with the state, or any county, city, district, or other political or governmental unit of the state, if the person has by oath bound themselves to support, maintain, or further the military or political activities or policies of a foreign government, as specified, or to obey the orders or directions of any foreign government or its officials.This bill, commencing January 1, 2028, would make a person ineligible to hold public employment, including employment with a city, county, district, or any other public agency of the state, because the person was previously employed as a sworn law enforcement officer or individual contractor and personally engaged in immigration enforcement, as defined, except as specified.Existing law requires the Commission on Peace Officer Standards and Training to establish a certification program for peace officers. Existing law requires, for each applicant for admission to a basic course of training certified by the commission that includes the carrying and use of firearms, who is not sponsored by a local or other law enforcement agency or is not a peace officer employed by a state or local agency, department, or district, to submit written certification from the Department of Justice that the applicant is eligible to possess, receive, own, and purchase a firearm pursuant to state and federal law.This bill would, for purposes of an applicant for the basic course who was previously employed as a sworn law enforcement officer or individual contractor and personally engaged in immigration enforcement, require the commission to deny	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1896
AB1898: Workplace artificial intelligence tools.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations to administer and enforce various laws relating to employment and working conditions.This bill would require an employer to provide a written notice to a worker that a workplace AI tool, as defined, was used to assist the employer in making employment-related decisions or to surveil workers in the workplace. The bill would require the notice to be given to a worker within a specified time and would require the notice to contain specified information, including the specific employment-related decisions likely to be affected by the use of the workplace AI tool. The bill would require an employer to maintain an updated list of all workplace AI tools currently in use and their impact on jobs, as specified, and to provide the list to workers annually. The bill would provide for enforcement by the Labor Commissioner or a public prosecutor, and alternatively would authorize any worker who has suffered damages, or their exclusive representative, to file a civil action for damages caused by the adverse action. The bill would establish remedies and penalties for violations, including a penalty of up to $500 for each violation.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.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1898
AB1942: Electric bicycles: registration and special license plates.	Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department.Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than $4 per year.Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions.This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program.The bill would create the Electric Bicycle Registration Fund in the State Treasury, require all moneys received by the department pursuant to these provisions to be deposited in the fund, and require all moneys in the fund to be available, upon appropriation by the Legislature, to the department for the administration of these provisions. The bill would also appropriate an unspecified sum of moneys from the General Fund to the Electric Bicycle Registration Fund as a loan for purposes of administering these provisions, as specified.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.	Joint Rule 62(a), file notice suspended. (Page 5030.)	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1942
AB1944: Zero-emission transit buses: axle weight.	Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime.This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.	Enrolled and presented to the Governor at 4:30 p.m.	8/24/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1944

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB1947: Surplus land.	Existing law requires each state agency, each year, to make a review of all proprietary state lands, except, among other categories of land, land held for highway purposes, over which it has jurisdiction to determine what land is in excess of its foreseeable needs and report thereon to the Department of General Services, including, among other things, land that is not currently being utilized, or is currently being underutilized, by the state agency for any ongoing state program.This bill would remove the exception for land held for highway purposes and specifically require the Department of Transportation to submit the report described above. The bill would require the report to include the market value of the properties reviewed by the agency. The bill would require the report to include land that is not currently being utilized, is currently being underutilized, or is not being used by a state agency, regardless of whether the agency is currently prepared to dispose of the land by sale or otherwise. The bill would require the department to submit a report to the Legislature containing information regarding the land reported to it by a state agency as described in these provisions, on or before January 1, 2031.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1947
AB1955: Crimes: firearm enhancements.	Under existing law, anyone who personally uses a firearm in the commission of a specified felony offense shall be punished by an additional and consecutive term of imprisonment in the state prison for 10 years, or by 20 years if they discharge the firearm, or by imprisonment for 25 years to life if they discharge the firearm and proximately causes great bodily harm. Existing law prohibits the application of these firearm enhancements to the lawful use or discharge of a firearm by a peace officer, under specified circumstances, or by any person in lawful self-defense, lawful defense of another, or lawful defense of property.This bill would, notwithstanding the exemption above, prohibit the application of these firearm enhancements to a peace officer, as defined, unless the use or discharge of the firearm did not arise out of and was not in the course of employment. The bill would place the burden of proving by a preponderance of the evidence on the prosecution that the firearm enhancements apply to a peace officer. The bill would define "arise out of and in the course of employment" for these purposes. By placing the burden of proof on, and thus imposing a new duty on, local prosecutors, the bill would create a state-mandated local program. The bill would make a technical, nonsubstantive change.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.	In committee: Set, second hearing. Hearing canceled at the request of author.	3/18/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1955
AB1975: Electrical corporations: distribution grid utilization metric.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable.This bill would require the commission, on or before December 31, 2027, to develop a methodology for calculating a distribution grid utilization metric, as specified. The bill would require each large electrical corporation, in a manner, frequency, and geographic scope determined by the commission, to submit a publicly available report to the commission with the results of the large electrical corporation's distribution grid utilization metric calculations, as specified. The bill would require the commission to establish and periodically update, as appropriate, a distribution grid utilization standard for each large electrical corporation and to ensure the distribution grid utilization standard encourages, and does not inhibit, electrification. The bill would authorize the commission to direct each large electrical corporation to implement programs, rate designs, or other incentives, or to establish financial performance-based incentives or disincentives correlated with achieving the distribution grid utilization standard, as specified.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.Because the above-described provisions would be part of the act and a violation of a commission action implementing the bill's requirements would be a crime, 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.	Joint Rule 62(a), file notice suspended. (Page 5030.)	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1975
AB1998: Discrimination: sex and gender: intimate spaces.	Existing law, the Unruh Civil Rights Act, provides that all persons within the jurisdiction of this state are entitled to full and equal accommodations in all business establishments regardless of their sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status. Existing law, for purposes of this provision, defines "sex" to include, but does not limit it to, a person's gender. Existing law further defines "gender" to mean sex, and includes a person's gender identity and gender expression, as the latter is defined. Existing law prohibits the act from being construed to require any construction, alteration, repair, structural or otherwise, or modification of any sort whatsoever, beyond that construction, alteration, repair, or modification that is otherwise required by other provisions of law, to any new or existing establishment, facility, building, improvement, or any other structure, or to augment, restrict, or alter in any way the authority of the State Architect to require construction, alteration, repair, or modifications that the State Architect otherwise possesses pursuant to other laws. This bill would include in the provision regarding full and equal business accommodations the characteristics of gender identity and gender expression, as defined, and make corresponding changes in existing law. The bill would delete the above definitions of "sex" and "gender" and, instead, define "sex" to mean an individual's immutable biological sex, including either female or male, as further defined. The bill would require that accommodations, advantages, facilities, privileges, or services in all business establishments related to intimate spaces be separated on the basis on sex, irrespective of gender identity or gender expression. The bill would define "intimate spaces" to include bathrooms, showers, changing rooms, locker rooms, dressing rooms, and any other area in which an individual would have a reasonable expectation of privacy from the opposite sex. The bill would authorize single-occupancy intimate bathrooms to be gender neutral. The bill would make related legislative findings and declarations.	From printer. May be heard in committee March 20.	2/18/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1998
AB2024: Outdoor advertising displays: permits: landscaped freeways: relocation agreements.	The Outdoor Advertising Act regulates placement of advertising displays adjacent to and within specified distances of highways that are part of the national system of interstate and defense highways and federal-aid highways. The act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act prohibits the Department of Transportation from denying or delaying the acceptance of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the section of highway is open to the use of the public for vehicular travel within 1,000 feet of the location specified in the permit application.This bill would also prohibit the department from denying or delaying the review, processing, or determination of a permit application described above.The act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act authorizes removal of an advertising display that violates that prohibition, as provided.This bill would instead authorize the removal with payment of compensation, or relocation without payment of compensation, of an advertising display that violates that prohibition, as specified.The act does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. The act requires the department to issue a permit without any additional consideration for a display that is being placed pursuant to a relocation agreement with another governmental entity, as provided.This bill would instead not prohibit any governmental entity from entering into a relocation agreement and would require the department to issue a permit, without any additional consideration and without requiring a local entity or state agency to pay compensation, for a display that is being placed pursuant to a relocation agreement with another governmental entity, as specified.	Enrolled and presented to the Governor at 4 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2024

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2027: Worker data: prohibitions: artificial intelligence.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission.This bill would prohibit an employer from using a worker's personal information, as defined, to train an artificial intelligence system to replicate, automate, or replace a worker's job, and would prohibit an employer from selling, disclosing, or otherwise providing access to a worker's personal information to a third party for the purpose of training an artificial intelligence system to replicate, automate, or replace a worker's job. The bill would prohibit a vendor providing services to an employer under a contract from providing access to the personal information of an employer's worker to a third party or using the personal information of an employer's worker to train artificial intelligence, as specified. The bill would require a contract between an employer and vendor to include a requirement that the vendor implement and maintain reasonable security procedures to protect the worker's personal information from, among other things, unauthorized or illegal access. The bill would define terms for these provisions, including "employer" and "personal information."The bill would require the Labor Commissioner and authorize a public prosecutor to enforce these provisions. The bill would authorize a worker, or their exclusive representative, who suffered a violation of these provisions to bring a civil action for damages, injunctive relief, punitive damages, and attorney's fees and costs. The bill would establish a statutory penalty for a violation of these provisions of up to $500 for each violation.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.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2027
AB2033: Local Agency Public Construction Act: job order contracting: cities.	Existing law, the Local Agency Public Construction Act, sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed.This bill would establish a pilot program to authorize a city to use job order contracting as a procurement method. The bill would impose a $3,000,000 cap on awards under a single job order contract and a $750,000 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 additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the city, 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 bill would repeal these provisions on January 1, 2032.	In committee: Set, first hearing. Hearing canceled at the request of author.	7/1/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2033
AB2046: Vehicles: pollution control devices.	Existing law prohibits a person from operating or leaving standing upon a highway a motor vehicle that is required to be equipped with a motor vehicle pollution control device or any other certified motor vehicle pollution control device, as specified, unless the motor vehicle is equipped with the required motor vehicle pollution control device that is correctly installed and in operating condition, and prohibits a person from disconnecting, modifying, or altering that device. Existing law also prohibits a person from installing, selling, offering for sale, or advertising any device, apparatus, or mechanism intended for use with, or as a part of, a required motor vehicle pollution control device or system that alters or modifies the original design or performance of the motor vehicle pollution control device or system. Existing law exempts from these provisions an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the State Air Resources Board to not reduce the effectiveness of a required motor vehicle pollution control device or to result in emissions from the modified or altered vehicle that comply with existing state or federal standards, as specified. A violation of these provisions is a crime.This bill would additionally exempt from the above-described provisions an alternative fuel retrofit system for a light-duty or medium-duty gasoline-fueled vehicle that converts the vehicle to a dual-fueled vehicle that can utilize gasoline or E85 fuel if the alternative fuel retrofit system has been certified by the United States Environmental Protection Agency as a clean alternative fuel conversion system, as specified, and would prohibit the State Air Resources Board from requiring state certification, executive order approval, or any additional testing or demonstration for such an alternative fuel retrofit device.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2046
AB2057: Natural gas: appliances.	The Planning and Zoning Law enacts various laws relating to land use, including statewide land use planning, transportation planning, local planning, zoning regulations, and housing development, among other things.This bill would prohibit state agencies and local governments from adopting or enforcing a rule, regulation, resolution, or ordinance that directly or indirectly results in prohibiting the use of gas appliances in residential or nonresidential buildings.Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services. Existing law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code (code). Existing law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation.Existing law requires the building standards adopted and submitted by the department for approval by the commission, as specified, to be adopted by reference, with certain exceptions. Existing law authorizes any city or county to make modifications or changes in those building standards that are published in the code, including to green building standards, upon making an express finding that those modifications or changes are reasonably necessary because of local climatic, geological, or topographical conditions. Existing law requires a copy of those findings, together with the modification or change, to be filed with the commission. Existing law, from June 1, 2025, until June 1, 2031, inclusive, prohibits a city or county from making a modification or change to the building standards described above that are applicable to residential units, unless one of specified conditions are met, and requires the commission to reject a modification or change to any building standard affecting a residential unit and filed by the governing body of a city or county, unless one of those specified conditions are met.This bill would prohibit a city or county from making a change or modification to the above-described building standards that prohibits the use of natural gas in a residential unit. The bill would also require the commission to reject a modification or change to any building standard affecting a residential unit and filed by the governing body of a city or county that prohibits the use of natural gas in that residential unit.This 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.	In committee: Hearing postponed by committee.	4/9/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2057
AB2063: Legislative information system: bill position letters.	Existing law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session.This bill would add all letters submitted through the Legislature's internet portal in connection with each bill, commencing with bills introduced during the 2027–28 Regular Session, to the information the Legislative Counsel is required to make publicly available in electronic form.	From printer. May be heard in committee March 21.	2/19/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2063

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2074: Regional transit hub districts: downtown housing developments.	The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable.This bill would, by July 1, 2027, require major transit cities to designate at least one regional transit hub district, as specified, and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would define “downtown housing development” as a housing development project within a regional hub district that meets certain conditions, including that it meets specified labor standards. The bill would prescribe requirements for the developments, including that the developments are eligible for streamlined ministerial approval, as specified. The bill would require the California Housing Finance Agency to conduct a housing construction loan and financing study that includes specified components and deliver that study to the Legislature and specified committees by March 1, 2028, as specified. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program.The Planning and Zoning law requires each planning agency to prepare and the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes certain mandatory elements, including a housing element. The law requires the Department of Housing and Community Development to notify the city, county , or city and county and authorizes the department to notify the Attorney General that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with these provisions or that any local government has taken an action in violation of specified laws.This bill would add a violation of the provisions described above to that list of specified laws.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.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.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.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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2074
AB2079: Adaptive Reuse Investment Incentive Program.	Existing law, the Office to Housing Conversion Act, starting July 1, 2026, deems an adaptive reuse project, as defined, 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. Existing law authorizes a local government to adopt an ordinance implementing the act and specifying the process and requirements applicable to adaptive reuse projects. If a local agency does not adopt an above-described ordinance, existing law requires the local agency to ministerially, without discretionary review, approve or disapprove applications for a permit to create or serve an adaptive reuse project, as specified.Existing law, the authorizes a city or county, or city and county, commencing in the 2026–27 fiscal year, to establish an adaptive reuse investment incentive program. If a city or county, or city and county, establishes that program, existing law requires, upon approval of the governing body, the city or county, or city and county, to pay adaptive reuse investment incentive funds to the proponent of a qualified adaptive reuse project property, approved pursuant to the streamlined, ministerial process described above, to subsidize the affordable housing required under the Office to Housing Conversion Act, as specified. Existing law defines “qualified adaptive reuse project property” to mean an adaptive reuse project proposed pursuant to the Office to Housing Conversion Act that is located within the city or county.This bill would expand the definition of qualified adaptive reuse project property to include adaptive reuse projects that fall under the Office to Housing Conversion Act regardless of compliance with affordability criteria or labor standards specified in that Act, thereby expanding payment of adaptive reuse investment incentive funds to certain adaptive reuse projects that do not have the requisite affordability or labor standards as specified in the Act, as provided. The bill would also expand the requirement on those cities, counties, and cities and counties to pay adaptive reuse investment incentive funds to the proponent to, in addition to subsidizing affordable housing units, subsidize the project’s housing units.Existing law authorizes a city or special district to pay to the city or county, or city and county, an amount equal to the amount of ad valorem property tax revenue allocated to that city or special district, but not the actual allocation, derived from the taxation of that portion of the total assessed value of that real property that is in excess of the property’s valuation at the time of the proponent’s initial request for funding, for the purpose of subsidizing the affordable housing units required pursuant to the Office to Housing Conversion Act. This bill would expand the authorization for a city or special district to pay to the city or county, or city and county, as described above, for the purpose of subsidizing the project’s housing units.	Re-referred to Com. on H. & C.D.	3/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2079
AB2095: Employment discrimination: conviction history.	Existing law, the California Fair Employment and Housing Act, except as specified, makes it an unlawful employment practice for an employer with 5 or more employees to include on any application for employment, before the employer makes a conditional offer of employment to the applicant, any question that seeks the disclosure of an applicant’s conviction history, to consider the conviction history of the applicant until after the employer has made a conditional offer of employment to the applicant, or to distribute information about an arrest not followed by conviction, referral to or participation in a pretrial or posttrial diversion program, or convictions that have been sealed, dismissed, expunged, or statutorily eradicated or any conviction for which the convicted person has received a full pardon or has been issued a certificate of rehabilitation while conducting a conviction history background check in connection with an application for employment, as specified.This bill would define the term “conviction or arrest record,” for these purposes. The bill would include among those things that it is unlawful for an employer with 5 or more employees to do while conducting a conviction history background check in connection with an application for employment, asking any question that directly or indirectly seeks consent for a conviction history background check or requesting consent for or beginning a conviction history background check before providing the applicant with a list of all essential job duties, requiring a job applicant to cover the cost of a conviction history background check, or requiring any time before or after the conditional job offer, that an applicant self-disclose conviction history or provide the employer with any documentary evidence related to conviction history or rehabilitation, as specified.Existing law requires an employer that intends to deny an applicant a position of employment solely or in part because of the applicant’s conviction history to make an individualized assessment of whether the applicant’s conviction history has a direct and adverse relationship with the specific duties of the job that justify denying the applicant the position considering specified factors.This bill, instead, would prohibit an employer from denying an applicant a position of employment or taking any other adverse action solely or in part because of the applicant’s conviction history unless the employer first, reasonably and in good faith, demonstrates via an individualized assessment, that the applicant’s conviction history has a direct and adverse relationship with the specific duties of the job that justifies denying the applicant the position and it complies with a specified process. The bill would require the employer to commit the results of the individualized assessment to writing if it makes a decision to deny a position of employment or takes any adverse action. The bill would specify that it is not an adverse action for an employer to temporarily suspend an employee, with pay and for a reasonable amount of time, while the employer complies with the requirements of these provisions.Existing law makes these provisions inapplicable to a position as a farm labor contractor, as specified or to a position where an employer or agent thereof is required by any state, federal, or local law to conduct criminal background checks for employment purposes or to restrict employment based on criminal history. This bill would remove the exemption for farm labor contractors.	Ordered to inactive file at the request of Assembly Member Lee.	5/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2095

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2098: Workers' compensation: medical treatment.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries that arise out of, and in the course of, employment. Existing law requires employers to provide medical, surgical, chiropractic, acupuncture, licensed clinical social worker, and hospital treatment reasonably required to cure or relieve the injured worker from the effects of the injury.Existing law makes it a misdemeanor for an employer to discharge, threaten to discharge, or discriminate against, or for an insurer to advise, direct, or threaten an insured to discharge, an employee because they have filed or made known their intention to file a claim for compensation, or an application for adjudication, or because the employee has received a rating, award, or settlement, as specified.This bill would require an employee, when possible, to make a reasonable effort to schedule treatment outside of work hours. The bill would require the employee, if the timing of the treatment is foreseeable, to provide notice if treatment occurs during work hours, as specified, and require the employer to provide this leave during work hours unless business necessity requires the treatment to occur at a different time or on a different day. The bill would require that the leave taken by an employee pursuant to these provisions run concurrently with leave taken pursuant to the federal Family and Medical Leave Act of 1993 and the California Family Rights Act if the employee would have been eligible for that leave. If an employer denies an employee's request to attend scheduled treatment, and the employer knows or should know that a business necessity does not require the treatment to occur at a different time or on a different day, the bill would make that denial a misdemeanor. The bill would also make it a misdemeanor for an employer to discharge, threaten to discharge, or discriminate against an employee because the employee requested or took leave pursuant to these provisions.By creating new crimes, this bill would impose a state-mandated local program.The bill would make other conforming changes.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.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2098
AB2099: Advertising displays: customary maintenance.	The Outdoor Advertising Act regulates placement of advertising displays adjacent to and within specified distances of highways that are part of the national system of interstate and defense highways and federal-aid highways. The act prohibits limitations on the customary maintenance of a lawfully erected advertising display within the state by any governmental entity without payment of compensation, as specified.This bill would authorize, as part of customary maintenance, an activity performed for the purpose of maintaining an advertising display in its existing physical configuration, including, but not limited to, replacing structural members and using stronger materials, as specified.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2099
AB2101: Human trafficking: notice and training: disaster sites.	Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking.This bill would additionally require a privately operated entity that operates in a designated disaster site or designated mitigation site, as those terms are defined, that is involved in the response, recovery, rebuilding, or cleanup of a disaster site, permitting related to recovery, rebuilding, or cleanup of a disaster site, or efforts to mitigate or prevent the occurrence of a disaster, to post the above-described notice, except for telecommunications companies or internet service providers.Existing law requires a business or other establishment that operates intercity passenger rail or light rail stations or bus stations to provide at least 20 minutes of training to specified employees in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. Existing law requires that training to include, among other things, the definition of human trafficking, including sex trafficking and labor trafficking, and guidance on how to identify individuals who are most at risk for human trafficking.This bill would, starting June 1, 2027, require a privately operated entity that operates in a designated disaster site or designated mitigation site to provide at least 20 minutes of training to all employees involved in specified disaster recovery or mitigation tasks. The bill would authorize the training to be developed or administered by a nonprofit or private entity with professional experience related to human trafficking and would require the training to be delivered in the language that is the most widely spoken language among the employees that will receive the training. The bill would require the training to include the same elements as the training described in the above-paragraph and examples and case scenarios relevant to how trafficking occurs at designated disaster sites and designated mitigation sites.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2101
AB2110: Workforce Housing Enhanced Infrastructure Financing Act.	Existing law authorizes the legislative body of a city or county to designate a proposed 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, including, among other things, the acquisition, construction, or rehabilitation of housing for persons of very low, low, and moderate income for rent or purchase, as specified. Existing law authorizes an infrastructure financing plan to contain a provision for the division of taxes levied upon taxable property in the area included within the district and authorizes the public financing authority of the district to issue bonds, as provided.This bill would establish the Workforce Housing Enhanced Infrastructure Financing Act, which would authorize a city or county to establish a workforce housing enhanced infrastructure financing district (district) if certain requirements are met, including the adoption of an infrastructure financing plan as specified. The bill would prescribe requirements applicable to those districts. Among these requirements, the bill would prescribe requirements for the construction of residential housing that meets specified occupancy and affordability criteria. The bill would provide definitions for its provisions.The bill would authorize the governing board to issue bonds, subject to approval by 23 of the voters voting on the proposition. The bill would prescribe requirements for the issuance of the bond pursuant to its provisions. The bill would further require a district, which finances affordable housing units through the bond, to maintain the housing units at affordable housing costs through a recorded covenant or restriction, as specified. By adding to the duties of local elections officials with respect to administering the above-described provisions, 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, 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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2110
AB2113: Aviation: unmanned aircraft systems: ticketed entertainment events and amusement parks.	Existing federal law regulates aviation safety and airspace efficiency for manned and unmanned aircraft. Existing law makes it a misdemeanor to impede police officers, firefighters, emergency medical, or other emergency personnel or military personnel in the performance of their duties by operating an unmanned aerial vehicle at the scene of an emergency. Existing law makes it a misdemeanor to use an unmanned aircraft system to invade a person's privacy, as specified. Existing law prohibits operating an unmanned aircraft system on or above the grounds of a state prison, jail, or juvenile hall, as specified. This bill would prohibit the operation of an unmanned aircraft within 400 feet of an outdoor ticketed entertainment event or an amusement park, except under specified circumstances. The bill would make a violation of this prohibition an infraction punishable by a fine of $500. By creating a new 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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2113

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2118: Affordable Housing and High Road Jobs Act of 2022: use by right: objective standards.	The Affordable Housing and High Road Jobs Act of 2022, until January 1, 2033, authorizes a development proponent to submit an application for a mixed-income housing development along a commercial corridor that satisfies specified site criteria, affordability criteria, and objective development standards, and deems a housing development that meets those requirements a use by right and subject to streamlined, ministerial review. Existing law prohibits the objective standards from precluding a development from being built at specified residential density required and from requiring the development to reduce unit size to meet the objective standards.This bill would also prohibit the objective standards from prohibiting or otherwise limiting mixed-use development, as defined, in a housing development project. By changing the criteria local agencies must follow for the approval of certain development projects, the bill would impose a state-mandated local program.The Affordable Housing and High Road Jobs Act of 2022 defines various terms for purposes of the act.This bill would make nonsubstantive changes to those definition provisions.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.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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 1.).	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2118
AB2139: Surplus lands: exempt surplus land: City of Ontario.	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 in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law requires that land be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. Existing law provides that an agency is not required to follow the requirements for the disposal of surplus land for “exempt surplus land.” Existing law defines “exempt surplus land” to include certain types of land. Existing law makes a local agency that disposes of surplus land, in violation of the requirements for the disposal of surplus land after receiving specified notification from the department that the local agency is in violation, liable for a penalty of 30% of the applicable disposition value for a first violation and 50% for any subsequent violation, as provided.This bill would expand the definition of “exempt surplus land” to include certain land owned by the City of Ontario that satisfies specified requirements. The bill would require that these requirements be contained in a covenant or restriction recorded against the surplus land at the time of disposition, as provided. The bill would require that the city meet specified requirements to declare exempt surplus land pursuant to these provisions, including depositing funds from the deposition into a local housing-specific set-aside account, as provided. The bill would require the city to provide the Department of Housing and Community Development a written notification of its declaration and findings at least 30 days prior to disposing of land declared “exempt surplus land” pursuant to these provisions, and would require the department to notify the city if the department has determined the city is in violation of these provisions, as provided. The bill would provide that a violation these provisions would be considered a 2nd or subsequent violation of the requirements for the disposal of surplus land, as provided.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Ontario.	In committee: Set, first hearing. Hearing canceled at the request of author.	7/1/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2139
AB2184: Cap-and-Invest Program: nature-based climate solutions: funding.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism, known as the California Cap-and-Invest Program, to comply with those regulations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of the California Cap-and-Invest Program to be deposited in the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes.Existing law requires the Natural Resources Agency, in collaboration with the state board, the California Environmental Protection Agency, the Department of Food and Agriculture, an expert advisory committee established, as provided, and other relevant state agencies, 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. Existing law defines “nature-based climate solutions” for these purposes to mean activities, such as restoration, conservation, and land management actions, that increase net carbon sequestration or reduce greenhouse gas emissions in natural and working lands.This bill would annually appropriate the sum of $250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, as provided, and $100,000,000 to be allocated for nature-based climate solutions at the discretion of the Legislature, as provided. The bill would additionally appropriate, after those amounts are allocated, the sum of $150,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions, as provided.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2184
AB2193: Autonomous vehicles.	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.Existing law authorizes a peace officer, as defined, to issue a notice of autonomous vehicle noncompliance upon observing an alleged violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged.This bill would require a citation for a traffic violation by a level 4 or 5 autonomous vehicle to be issued to the manufacturer of the autonomous technology if a traffic violation was committed while either the vehicle did not have a person in the driver’s seat or the vehicle had a person in the driver’s seat and the autonomous technology was engaged. The bill would authorize those citations to be issued by first-class mail. The bill would require a citation to be issued to the driver of an autonomous vehicle of any level if a traffic violation was committed while there was a person in the driver’s seat and the autonomous technology was not engaged. The bill would require a citation to be issued to the driver of a level 3 autonomous vehicle if a traffic violation was committed while there was a person in the driver’s seat and the autonomous technology was engaged. The bill would authorize the driver to, as a defense, raise that the autonomous technology was responsible for the traffic violation. The bill would require the citation to be issued to the manufacturer of the autonomous technology if the court determines that a level 3 autonomous vehicle was the cause of the traffic violation. The bill would authorize the holder of the testing permit or deployment permit to contest a citation or penalty.	Joint Rule 62(a), file notice suspended. (Page 5030.)	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2193

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2196: Foreign driver's licenses.	Existing law prohibits a person from having in the person's possession or otherwise under the person's control more than one driver's license. Existing law prohibits the Department of Motor Vehicles from issuing a driver's license to, or renewing a driver's license of, a person who holds a valid driver's license issued by a foreign jurisdiction unless the license has been surrendered to the department, or is lost or destroyed. Except as specified, existing law requires the department to require an applicant for an original driver's license to submit satisfactory proof of California residency and that the applicant's presence in the United States is authorized under federal law.Existing law requires the department, upon application for an original driver's license, except a student license, to require an examination of the applicant. Existing law requires the examination to test, among other things, the applicant's knowledge and understanding of the provisions of the Vehicle Code governing the operation of vehicles upon the highways, an actual demonstration of the applicant's ability to exercise ordinary and reasonable control in operating a motor vehicle by driving it under the supervision of an examining officer, and a test of the hearing and eyesight of the applicant, as specified. Existing law authorizes the department to waive the driving test part of the examination for an applicant who submits a license issued by another state, territory, or possession of the United States, the District of Columbia, or the Commonwealth of Puerto Rico if the department verifies through any acknowledged national driver record data source that there are no stops, holds, or other impediments to its issuance.This bill would authorize the department, for purposes of the issuance of a noncommercial class C driver's license, to the extent not prohibited by federal law or treaty, to waive the driving test part of the examination for an applicant who submits a driver's license issued by Japan, the Republic of China (Taiwan), and South Korea, also referred to as "foreign nation," under specified conditions, including a requirement that the foreign nation, in a memorandum of understanding, extends the same reciprocal privilege relating to the issuance of a driver's license to a person who holds a valid California driver's license. The bill would require an applicant to be 18 years of age or older, to submit satisfactory proof of legal residency in California and specified documents issued by the foreign nation, and to have no stops, holds, or other impediments to issuance in the person's driving record. The bill would specify that an applicant may submit a driver's license issued by a foreign nation that is equivalent to a noncommercial or a commercial class A, class B, or class C California driver's license, but would require the California driver's license issued by the department to the applicant to be a noncommercial class C driver's license only.	From committee: Without further action pursuant to Joint Rule 62(a).	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2196
AB2231: California Environmental Quality Act: hospital projects.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes administrative procedures for the review and certification of the EIR for a project and judicial review procedures for any action or proceeding brought to challenge the lead agency's decision to certify the EIR or to grant project approvals. This bill would establish streamlined procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership hospital campus project, defined by the bill as a construction project of a hospital campus in the City of Santa Clara, under certain conditions. The bill would require the city council of the City of Santa Clara to certify the project for the streamlined judicial review, as specified, if it finds the project will meet those conditions. The bill would require the applicant of the environmental leadership hospital campus project to take certain actions in order for those specified procedures to apply to the project. The bill would require a certified project to meet certain labor requirements. The bill would require the Judicial Council, on or before July 1, 2027, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review of the certification of an environmental impact report for a certified environmental leadership hospital campus project or the granting of any project approval, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings with the court. The bill would require the lead agency to concurrently prepare the record of proceedings with the environmental review, as provided.Because the bill would impose additional duties on a local agency, this bill would impose a state-mandated local program.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Santa Clara.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.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2231
AB2263: Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.	Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes the VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided.This bill would authorize the VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees and members of the public, as specified. The bill would authorize the VTA to construct affordable rental housing for employees and affordable for-sale housing that promotes housing opportunities for VTA employees, as specified. The bill would require the VTA to submit an annual report to the Legislature on the use of the bill's provisions to develop housing, as specified. By requiring the VTA to submit a new report, 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, 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.	Enrolled and presented to the Governor at 4 p.m.	8/25/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2263
AB227: Budget Act of 2025.	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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB227

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2276: Vehicles: active intelligent speed assistance devices.	Existing law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle at any time when that person's driving privilege is suspended or revoked as a result of a conviction for driving while under the influence of an alcoholic beverage or any drug, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Existing law specifies periods for which a person convicted of one or more prior violations of specified crimes is required to install an IID. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified.This bill would require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assistance device (ISA) on any vehicle the person operates, as specified. The bill would make the installation of an ISA discretionary for a first offender, as specified. The bill would make tampering with the ISA device, as specified, operating a motor vehicle not equipped with a device, or willfully failing to return the device to the vendor upon completion punishable as a misdemeanor.The bill would impose a fee schedule to be adopted by certified ISA manufacturers and their agents for the ISA and other related costs. The bill would impose specified notice requirements on ISA providers related to the fee schedule and instructions for applying for reduced device costs. The bill would make confidential all documents, records, information, or data maintained by an ISA provider related an offender, as specified. The bill would also require ISA providers to securely maintain all collected data and impose certain data sharing requirements. The bill would make related findings and declarations.By creating new crimes related to the ISA program, this bill would impose a state-mandated local program.The bill would require, by July 1, 2031, the department to report data to the Transportation Agency regarding the implementation and efficacy of the pilot program, as specified, and require the Transportation Agency to report to the Legislature on the outcomes of the pilot program by July 1, 2032.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. 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.	Joint Rule 62(a), file notice suspended. (Page 5030.)	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2276
AB2284: Electric bicycles: Attorney General list.	Existing law establishes the Department of Justice under the direction and control of the Attorney General. Existing law requires each state and local agency that employs peace officers to annually report to the Attorney General data on all stops conducted by that agency's peace officers for the preceding calendar year, in accordance with a specified procedure.This bill would require, on or before June 1, 2027, the office of the Attorney General, in partnership with biking nonprofit groups, to compile a list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are labeled, advertised, or commonly perceived by riders or peace officers as electric bicycles or electric bicycle products. The bill would require the Attorney General to make the list available on its internet website and to update the list and internet website, when necessary.	In committee: Set, first hearing. Failed passage. Reconsideration granted.	4/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2284
AB2307: Transportation: traffic signal synchronization pilot program: Western Riverside Council of Governments.	Existing law vests the Department of Transportation with possession and control of all state highways, and authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control.This bill would, until January 1, 2032, authorize the Western Riverside Council of Governments, in required coordination with the department, to establish and administer a traffic signal synchronization pilot program for its member local agencies to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the Western Riverside Council of Governments, in coordination with the department, to evaluate the effectiveness of the pilot program, including assessing its impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions, and to submit, on or before January 1, 2028, a specified report to the Legislature relating to the pilot program.This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments.	Chaptered by Secretary of State - Chapter 140, Statutes of 2026.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2307
AB2315: Microenterprise home kitchen operations.	Existing law, the California Retail Food Code (code), authorizes the governing body of a city, county, or city and county that is designated as the enforcement agency to permit microenterprise home kitchen operations (MEHKOs), and prohibits MEHKOs from operating unless they have obtained a permit from the enforcement agency. Existing law requires the permitting of MEHKOs to apply to all areas within a city, county, or city and county's jurisdiction, including to all cities within a county that authorizes MEHKOs. Existing law requires MEHKOs, as a restricted food service facility, to meet specified food safety standards. Existing law makes a violation of the code a misdemeanor.This bill would instead require the governing body of a city, county, or city and county that is designated as the enforcement agency to grant a nondiscretionary permit to use a residence as a MEHKO, and would prohibit a governing body of a city, county, or city and county that is designated as the enforcement agency from prohibiting MEHKOs from operating in any residential dwelling. The bill would prohibit the governing body of a city, county, or city and county from imposing a restriction on the number of MEHKOs permitted to operate within the governing body's jurisdiction or restrict operations based on geography.This bill would require the enforcement agency to issue a permit without a hearing and would prohibit the enforcement agency from requiring, among other things, additional permits, approvals, or discretionary review by any other local department or agency. The bill would require the enforcement agency to be the sole local permitting authority of a MEHKO, and would require the enforcement agency to make permits available no later than July 1, 2027.By expanding the scope of a crime for a violation of the code and by imposing additional duties on local enforcement agencies, 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 with regard to certain mandates no reimbursement is required by this act for a specified reason.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.	Re-referred to Com. on HEALTH.	3/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2315
AB2341: Local government: emergency response services: use of languages other than English.	Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than "very well," according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than "very well," as specified.This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency's jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than "very well." The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than "very well," and, for each language included in the American Community Survey data, or data from an equally reliable source, determine whether speakers of any language who speak English less than "very well" comprise at least 5% of the total population of that jurisdiction that speaks English less than "very well." The bill would make organizational and clarifying changes to the above-described provisions, as specified.This bill would declare that it is to take effect immediately as an urgency statute.	Chaptered by Secretary of State - Chapter 170, Statutes of 2026.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2341

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2342: Parole.	The California Constitution authorizes the Governor to affirm, modify, or reverse the decision of the Board of Parole Hearings with respect to the granting, denial, revocation, or suspension of parole of a person sentenced to an indeterminate term upon conviction of murder. Existing law classifies certain felonies as violent felonies for purposes of various provisions of the Penal Code.This bill would additionally authorize the Governor to reverse or modify the decision of the board to grant parole to an inmate sentenced for conviction of a violent felony to an indeterminate prison term, as specified, or to a determinate prison term, as specified, if the board's decision is to grant the inmate parole pursuant to the Elderly Parole Program or youth offender parole program.Existing law requires the Board of Parole Hearings to meet with each indeterminately sentenced inmate during the 6th year before the inmate's minimum eligible parole date for the purpose of reviewing and documenting the inmate's activities and conduct pertinent to parole eligibility. One year before the inmate's eligible parole date, existing law requires a panel of the board to meet with the inmate and to grant parole unless the panel or board sitting en banc determines that the gravity of the current convicted offense, or the timing and gravity of current or past convicted offenses, is such that consideration of the public safety requires a more lengthy period of incarceration for the inmate.Existing law, the Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend. Existing law authorizes certain state bodies to hold closed session meetings for certain purposes, including allowing a state body to hold a closed session when considering and acting upon the determination of a term, parole, or release of any individual or other disposition of an individual case.This bill would require the board to provide an annual report to the Legislature, and publish that report on its internet website, detailing, among other things, the voting record of commissioners, as specified, and whether the prosecuting agency appeared at the parole hearing. The bill would also require recording of parole, en banc, and rescission hearings to be recorded and transcribed, and the recording retained indefinitely by the board. The bill would prohibit an en banc review conducted by the board from being held in a closed session.Existing law, as amended by Proposition 9, the Victim's Bill of Rights Act of 2008: Marsy's Law, at the November 4, 2008, statewide general election, requires the board, following a decision denying parole, to schedule the next hearing 3, 5, 7, 10, or 15 years from the date of the last hearing, as specified. Existing law also authorizes the board, in its discretion and after considering the views and interests of the victim, to advance a hearing to an earlier date, when a change in circumstances or new information establishes a reasonable likelihood that consideration of the public and victim's safety does not require additional incarceration. Existing law authorizes an inmate, every 3 years, to request that the board exercise its discretion to advance a hearing and provides the procedure for an inmate to make that request.This bill would require the Board of Parole Hearings, in determining suitability for parole, to consider specified information and give substantial weight to the nature and circumstances of the commitment offense that includes, among other things, the degree of violence involved and the vulnerability of the victim. The bill would change the length of time between requests to advance to 5 years and would also change the inmate's burden to require the inmate to show that there has been a material and substantial change in circumstances or new information. The bill would require the board to provide notice of a request to advance to the prosecuting agency and registered victim, and would authorize the board to summarily deny a request to advance in certain circumstances, including when the request is duplicative or repetitive or fails to include sufficient documentation or explanation. The bill would require the board to set a hearing, following a decision denying parole, at 5 years if the inmate is serving a term of conviction for, among other things, murder involving a victim 14 years of age or younger, or various sexual offenses involving a victim 14 years of age or younger. The bill would require that the board deny a request to advance for an individual serving a term for those offenses, unless the request demonstrates clear and convincing evidence of a material and substantial change in circumstances.These provisions would become operative only if Assembly Constitutional Amendment ____ of the 2025–26 Regular Session, amending Section 8 of Article V of the Constitution, is approved by the voters at the November 3, 2026, statewide election.The bill would make related findings and declarations and would declare that its provisions are severable.	In committee: Set, second hearing. Hearing canceled at the request of author.	4/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2342
AB2346: Vehicles: electric bicycles and speed limits.	(1)Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes.This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified.The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale, including, among other things, the classification and maximum speed of the electric bicycle and a recommendation that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour. The bill would make a violation of these provisions punishable as an infraction, as specified.(2)Existing law regulates the operation of bicycles on highways and authorizes local authorities to, among other things, prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on equestrian trails or hiking or recreational trails.This bill would authorize a local authority to set a speed limit on a bicycle path of 10, 15, or 20 miles an hour or on a multiuse trail to 10, 15, or 20 miles per hour, as specified, subject to specified signage requirements. However, the bill would specify that speed limits on a bicycle path or multiuse trail established prior to January 1, 2027, shall remain in effect. The bill would also make technical, nonsubstantive changes to these provisions.(3)Existing law establishes various prima facie speed limits. Existing law establishes that specified convictions and violations under the Vehicle Code and traffic-related incidents count as points against a driver's record for purposes of the suspension or revocation of the privilege to drive, except as specified.This bill would additionally set a prima facie speed limit of 10 miles per hour on a sidewalk and specify that a conviction of a violation of that speed limit shall not result in a violation point count.(4)Under existing law, a violation of the Vehicle Code is a crime.By creating new requirements within the Vehicle Code, the violation of which would be a crime, 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.	Enrolled and presented to the Governor at 4 p.m.	8/25/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2346
AB2349: State Air Resources Board: regional air quality incident response program.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies.This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers, including at least one air quality incident response and evaluation center located at the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. The bill would require each air quality incident response center to be operated by the state board or an air district and would require the state board and each district that operates an air quality incident response center to coordinate to provide emergency air monitoring response for disasters or other crises impacting air quality and public health in the state. The bill would provide that funding made available by the Legislature for purposes of these provisions may be used for various purposes, including program funding to plan, create, equip, and maintain air quality incident response centers.To the extent that the bill would expand the duties of an air district, the bill would impose a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.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.	Enrolled and presented to the Governor at 3:30 p.m.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2349

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
September 2026
Metro Government Relations
STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2362: Pupil transportation.	Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the governing board, the transportation is advisable and good reasons exist to do so. Existing law requires a driver employed by a local educational agency, contracted by a local educational agency, or contracted by any entity with funding from a local educational agency, who provides school-related pupil transportation for compensation to be subject to specified requirements including, among others, having a satisfactory driving record, as provided. Existing law exempts from these requirements a school employee when the employee provides transportation to pupils due to or because of the employee's supervision of pupils for a field trip, extracurricular activity, or athletic program, or when the employee provides transportation to pupils for other activities, not to exceed 40 hours of drive time per school year per employee.This bill would, for a local educational agency with fewer than 2,500 units of average daily attendance and a frontier school district, as defined, set that limit at 200 hours of drive time instead of 40 hours. The bill would, contingent upon an appropriation, establish the Rural Transportation Safety Grant Program to provide funding to small and rural local educational agencies for costs associated with training, inspections, and compliance with, among other things, the above-described driver requirements.	In committee: Set, first hearing. Hearing canceled at the request of author.	4/15/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2362
AB2366: Administrative Procedure Act: proposed regulations: cost-of-living impact on residents of the state.	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 Office of Administrative Law. The act requires a state agency proposing to adopt, amend, or repeal any administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and requires the state agency to adhere to specified requirements in making that assessment.This bill would include among those requirements for assessing the potential for adverse economic impact the consideration of the proposal's cost-of-living impacts on residents of the state, as defined.Existing law requires a state agency proposing to adopt, amend, or repeal a regulation that is not a major regulation to prepare an economic impact assessment that includes to what extent the regulation will affects specified factors, including the creation or elimination of jobs within the state. Existing law requires a state agency proposing to adopt, amend, or repeal a major regulation to prepare a standardized regulatory impact analysis that addresses specified factors, including the creation or elimination of jobs within the state.This bill would also require the assessment for nonmajor regulations to include to what extent it will affect the cost-of-living impacts on residents of the state, and would require the standardized regulatory impact analysis for major regulations to address the cost-of-living impacts on residents of the state. The bill would require an agency to notify the office when the agency determines it needs to contract for outside services to perform the analyses and would require the office to select the contractor and oversee its work. The bill would require the Legislative Analyst's Office to adopt a standardized cost-of-living methodology for use by all agencies that includes a process for determining whether those cost-of-living impacts are significant. The bill would require each state agency to submit the standardized regulatory impact analysis to the Legislative Analyst's Office, and would require the Legislative Analyst's Office to take certain actions, including conducting an independent analysis of the adequacy of an agency's economic analysis and an analysis of the cost-of-living impacts on residents of the state, and to provide its analysis to the state agency.This bill would require the Department of Finance to develop and maintain a regulatory economic burden tracker that will gather and analyze the cumulative economic burden of regulations by sector of the economy. The bill would require the department to post the tracker on its internet website and update the tracker annually.Existing law requires the notice of proposed adoption, amendment, or repeal of a regulation to include, among other information, a statement of the results of the economic impact assessment and a summary of any comments submitted to the agency.This bill would instead require the notice to include a detailed statement of the results of the economic impact assessment. The bill would require the summary of comments to include the Legislative Analyst's Office comments and agency responses, as referenced above.Existing law requires the office to review regulations and make determinations using specified standards, including, necessity, authority, and clarity.This bill would add to those standards the cost-of-living impacts on residents of the state. The bill would require the office, in reviewing proposed regulations for cost-of-living impacts on residents of the state, to use the standardized methodology developed by the Legislative Analyst's Office.Existing law requires the office to either approve a regulation or disapprove it within 30 working days after a regulation has been submitted to the office for review. Existing law requires the office, if it disapproves a regulation, to provide the adopting agency with a written notice detailing the reasons for disapproval.This bill would, for major regulations, increase the period of time for approval or disapproval to 60 working days. The bill would require the office, for major regulations, to hold a public hearing within 30 working days after the regulation has been submitted to the office. If one of the reasons for disapproval includes a significant cost-of-living impact, the bill would require the agency to pursue a less costly alternative or explain why a less costly alternative is infeasible.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2366
AB2369: Electricity: energy storage: energy-only resources.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to adopt a process for each load-serving entity to file an integrated resource plan, and a schedule for periodic updates to the plan, as provided. Existing law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the Independent System Operator (ISO), to determine if there is a need for the procurement of eligible energy resources based on a review of the integrated resource plans.This bill would require the PUC, when requiring procurement of resources under an integrated resource plan, to account for the ability of energy-only resources to achieve required clean energy deployment rates, to charge storage resources during off-peak periods, and to increase resource diversity, and would require the PUC to enable energy-only resources to satisfy procurement requirements to the maximum extent feasible.Existing law requires the PUC, in consultation with the Energy Commission, to provide transmission-focused guidance to the ISO about resource portfolios of expected future renewable energy resources and zero-carbon resources, as specified, to allow the ISO to identify and approve transmission facilities needed to interconnect resources and reliably serve the needs of load centers.This bill would require the PUC and the Energy Commission to identify cost-effective opportunities to enable planned or operating energy-only resources to obtain deliverability through transmission capacity expansions, and to request the ISO to reserve associated deliverability for geothermal and wind. The bill would require the commission to designate energy-only resources as long lead-time resources for purposes of the ISO's scoring in its interconnection process, as specified.This bill would incorporate additional changes to Section 454.52 of the Public Utilities Code proposed by AB 2476 to be operative only if this bill and AB 2476 are enacted and this bill is enacted last.This bill would incorporate additional changes to Section 454.57 of the Public Utilities Code proposed by AB 2111 to be operative only if this bill and AB 2111 are enacted and this bill is enacted last.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 67. Noes 6.).	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2369
AB2371: Transportation.	Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies.This bill would state the intent of the Legislature to enact subsequent legislation related to transportation.	From printer. May be heard in committee March 22.	2/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2371
AB2372: Vehicles: tolls.	Existing law 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 when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified..This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified.	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2372

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
September 2026
Metro Government Relations
STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2390: Streamlined housing approvals: objective standards: review and modifications.	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 (streamlining process). Existing law, for purposes of this streamlining process, authorizes a development proponent to request a modification to an approved development if submitted to the local government before the issuance of the final building permit required for construction of the development. Existing law requires a local government to approve a modification if it determines the modification is consistent with the objective planning standards in effect when the original development application was first submitted. Existing law requires evaluations of modifications for consistency with the objective planning standards to be made using the same assumptions and analytical methodology the local government originally used, as described.This bill would instead require the local government to approve a modification if it determines the modification is consistent with objective zoning standards, objective subdivision standards, and objective design review standards that were in effect when the original development application or notice of intent was first submitted, as described. The bill would also require subsequent modifications to be evaluated for consistency using the same assumptions and analytical methodology the local government originally used, or that was used in a previous modification, as described. The bill would make conforming changes.Existing law provides that if a development proponent requests a modification, as described above, the time during which approval of the development remains valid is extended for the number of days between the submittal of a modification request and the date of its final approval, plus an additional 180 days to allow time to obtain a building permit. Existing law also further extends that time during the pendency of litigation, if any.This bill would provide that the litigation extension is not limited to the first request for a modification submitted by the development proponent.This bill would also make nonsubstantive changes.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.By imposing additional duties on 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.This bill would provide that no reimbursement is required by this act for a specified reason.	Enrolled and presented to the Governor at 4 p.m.	8/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2390
AB2401: Video imaging of parking violations.	Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in transit-only traffic lanes and at transit stops through the use of video imaging, as specified.This bill would make a technical, nonsubstantive change in these provisions.	From printer. May be heard in committee March 23.	2/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2401
AB2407: High-Speed Rail Authority Office of the Inspector General: contract reviews: audit standards.	Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law imposes other duties and responsibilities on the Inspector General relating to the oversight of the authority, including the duty and responsibility to review the authority’s contracts and contracting practices to determine whether they are, among other things, executed consistent with state and federal laws and policies.This bill would also impose on the Inspector General the duty and responsibility to review financial disclosures and identify conflicts of interest for officials who make, or participate in making, decisions to execute contracts, or contract changes, for the authority.This bill would require the Inspector General to complete an audit in a timely manner and pursuant to the “Government Auditing Standards” published by the Comptroller General of the United States. Immediately upon completion of an audit or review, the bill would require the Inspector General to make a report of the audit or review available to the public.	Re-referred to Com. on TRANS.	3/10/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2407
AB2411: California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.	Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in the City of Los Angeles. Existing law repeals provisions relating to the 2028 Olympic and Paralympic Games on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires the commission to establish a certification program for certain peace officers, as provided.This bill would require the Office of Emergency Services to negotiate and enter into agreements to facilitate training, mutual cooperation, and sharing of information and resources related to the temporary deployment, as defined, of law enforcement personnel and other resources necessary to safeguard life, property, and critical infrastructure with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would prohibit out-of-state law enforcement personnel, as defined, from being deployed pursuant to these provisions unless specified conditions are met, including issuance of a temporary authorization by the commission, for the duration of the temporary deployment, as provided, and the Office of Emergency Services and the designated California law enforcement agency supervising out-of-state law enforcement personnel entering into a written memorandum of understanding governing conditions the office deems necessary to ensure compliance with these provisions. The bill would require out-of-state law enforcement personnel deployed pursuant to these provisions to, among other things, be limited to general 2028 Olympic and Paralympic Games law enforcement duties, as defined. The bill would authorize the Director of the Office of Emergency Services, or their designee, to administer oaths, conduct swearing ins, and deputize law enforcement personnel deployed pursuant to these provisions for the limited purposes of performing general 2028 Olympic and Paralympic Games law enforcement duties, as provided. The bill would require the commission, in coordination with the Office of Emergency Services and appropriate agencies, to submit a report to the Assembly and Senate Public Safety Committees on the deployment out-of-state personnel, as provided.This bill would require the commission to establish a streamlined training program for out-of-state law enforcement personnel that, among other things, includes training as determined by the commission to be necessary for the unique conditions of the use of out-of-state law enforcement personnel to assist local law enforcement agencies with law enforcement operations during the 2028 Olympic and Paralympic Games. The bill would repeal the requirement to establish a streamlined training program on January 1, 2029. This bill would, until January 1, 2029, make a full-time law enforcement officer of another state a peace officer in this state for the purposes of assisting local law enforcement for the 2028 Olympic and Paralympic Games if that officer meets specified conditions, including, among other things, that the officer has a minimum of two years of continuous full-time experience performing general law enforcement duties with law enforcement of another state and is currently in good standing with their employing agency, and has completed the streamlined training program established by the commission.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 74. Noes 0.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2411
AB2412: State agencies or departments: public communications.	Existing law requires a state agency or department that utilizes generative artificial intelligence (GenAI) to directly communicate with a person regarding government services and benefits to ensure that those communications include a disclaimer that indicates to the person that the communication was generated by GenAI, as specified, and information describing how a person may contact a human employee of the state agency or department.This bill would instead require that disclaimer when a state agency or department uses GenAI to directly communicate with the public and would define “directly communicate” to mean to use GenAI, instead of a natural person, to communicate directly with a specific member of the public or to communicate a general public announcement, as specified.	In committee: Set, final hearing. Hearing canceled at the request of author.	6/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2412

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2413: Large-format public advertisements: public expense.	The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer.This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement. The bill would make an agency and elected official jointly and severally liable for any administrative or civil penalties incurred if the agency prepares a large-format public advertisement that violates the bill’s provisions in cooperation, consultation, coordination, or concert with the elected officer.A violation of the Political Reform Act of 1974 is punishable as a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act’s purposes upon a 23 vote of each house of the Legislature and compliance with specified procedural requirements.This bill would declare that it furthers the purposes of the act.	Enrolled and presented to the Governor at 4 p.m.	8/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2413
AB2418: Local building permits: nonresidential private permitting review.	Existing law requires every city, county, or city and county, whether general law or chartered, that requires the issuance of a permit as a condition precedent to the construction, alteration, improvement, demolition, or repair of any building or structure, to require the execution of a permit application, as specified.Existing law permits a local agency, defined as a city, county, or city and county, to authorize its enforcement agency to contract with or employ a private entity or persons on a temporary basis to perform plan-checking functions for a nonresidential building, but the local agency is not required to do so if it determines that no entities or persons are available or qualified to perform plan-checking services. Under existing law, when there is an excessive delay, as defined, in checking plans submitted as part of an application for specified nonresidential projects, a local agency is required to, upon request of the applicant, contract with or employ a private entity or persons on a temporary basis to perform the plan-checking function. Existing law defines “excessive delay” to mean, among other things, the local agency has taken more than 50 days to check plans and specifications, as provided.This bill would, until January 1, 2032, revise and recast the above-described provisions related to private plan checking. The bill would, upon receipt of a complete application for a nonresidential building permit, require the city or county to provide the applicant with an estimated timeframe in which it will determine if the completed application is compliant with permit standards.This bill would require the local agency to, upon an applicant’s request, contract with or employ a private plan-checking entity if the estimated timeframe would result in an excessive delay or if there is excessive delay by the local agency. The bill would prohibit a local agency from reducing, eliminating, or failing to fill budgeted civil service positions within the building department as a result of the use of private professional providers, as provided. If the local agency determines no private entities or persons are available or qualified to perform plan-checking services, the bill would authorize the applicant to retain, at their sole expense, a private professional provider, as specified. The bill would shorten the timeframe constituting an “excessive delay” from 50 days to 30 business days.This bill would require an applicant who retains a private professional provider to notify the city or county of their intent to retain the private professional provider within a prescribed timeframe. If a private professional provider performs the plan-checking function, the bill would impose additional requirements, including, among other things, requiring the private professional provider to prepare a specified affidavit, under penalty of perjury, and the applicant to submit to the city or county a specified report of the plan check.This bill would require the city or county, within 10 business days of receiving the report, to consider the report and, based on the report, either issue the residential building permit, as provided, or notify the applicant that, according to the report prepared by the private professional provider, the plans and specifications do not comply, as specified. If the city or county notifies the applicant that the plans and specifications do not comply, the bill would authorize the applicant to resubmit corrected plans and specifications to the city or county, as specified. The bill would authorize a city or county to adopt requirements that limit the size of an eligible nonresidential building, as provided, or specify the eligible types of businesses or occupancy, provided that the requirements do not prohibit or effectively prohibit the use of a private professional provider as authorized by the bill.Existing law, the Government Claims Act, establishes the liability and immunity of a public entity for its acts or omissions that cause harm to persons. Where a public entity is under a mandatory duty imposed by an enactment that is designed to protect against the risk of a particular kind of injury, existing law imposes liability upon the public entity for an injury of that kind proximately caused by its failure to discharge the duty unless the public entity establishes that it exercised reasonable diligence to discharge the duty.This bill would, notwithstanding existing public entity liability provisions, grant a public entity immunity from liability for an injury caused by their discretionary or ministerial acts or omissions relating to the issuance or denial of any nonresidential building permit pursuant to the bill’s provisions. The bill would require the applicant to enter into an agreement to defend, indemnify, and hold harmless the local agency and its agents, officers, and employees from any claim, action, or proceeding brought against the local agency or its agents, officers, or employees relating to any property damage or personal injury arising from construction in accordance with the plans checked by a private professional provider under the bill’s provisions.Existing law permits the governing body of any county or city, including a charter city, to adopt an ordinance prescribing fees for filing applications for specified building permits, as provided.This bill would broaden the above-described permission and require a county or city that prescribes fees for a nonresidential building permit to prepare a nonresidential building	Enrolled and presented to the Governor at 4 p.m.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2418
AB2432: State Air Resources Board: regulations: analysis of financial impact on drivers.	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board.This bill would require the state board, when it revises, adopts, or establishes any policy, standard, rule, or regulation that would have a direct financial impact on drivers in the state, to consider the financial burden on drivers, and to prepare a thorough analysis and evaluation of the financial impact of the proposed action on drivers to ensure full transparency.	Re-referred to Com. on NAT. RES.	3/24/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2432

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2433: Housing development: density bonus.	(1)Existing law, commonly referred to as the Density Bonus Law, requires a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant seeks a density bonus for the housing development, as specified, if the applicant agrees to construct, among other things, a specified percentage of units for very low income, lower income, or senior citizen housing, and meets other requirements.This bill would, instead, require a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant submits an application for a housing development that a city, county, or city and county determines meets specified criteria, including, among others, the housing development includes specified percentage of units for very low income, lower income, or senior citizen housing.(2)Existing law defines density bonus for the purposes of the Density Bonus Law to mean a density increase over the otherwise base density, as specified. Existing law specifies the base density calculation standards and requires base density to be determined using dwelling units per acre, except as otherwise provided. For the purpose of calculating a density bonus, existing law requires the residential units to be on contiguous sites that are the subject of one development application, as specified. Existing law also requires the density bonus to be permitted in geographic areas of the housing development other than the areas where the units for the lower income households are located.This bill would allow an applicant who provides a base density study, as defined, to elect to receive a density bonus in the form of a percentage increase in maximum floor area ratio, as specified. The bill would create an additional exception to the requirement that base density be determined using dwelling units per acre for applicants who elect to provide a base density study.This bill would revise and recast the provisions related to permitting of a density bonus relative to the geographic area to instead require a density bonus, incentive, or concession, or waiver or reduction, on sites that are the subject of the same housing development, as specified.(3)Existing law requires a city or county to adopt procedures and timelines for processing a density bonus application and to notify the applicant for a density bonus whether the application is complete in a manner consistent with specified timelines.If the local government notifies the applicant that the application is deemed complete, this bill would require the city or county to provide the applicant with a determination that the project is eligible for a density bonus.(4)Existing law authorizes an applicant for a density bonus to submit to a city or county a proposal for the specific incentives or concessions that the applicant requests and requires the city or county to grant the concession or incentive requested by the applicant unless the city or county makes a certain written finding, based upon substantial evidence. Existing law specifies the number of incentives or concessions an applicant is eligible to receive based on certain criteria.This bill would make revisions to certain of those calculations related to incentives or concessions.(5)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.Existing law specifies that the granting of a density bonus or incentive or concessions shall not require or be interpreted to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. Existing law also specifies that the granting of an incentive or concessions shall not require or be interpreted to require a study.This bill would specify that the granting of a waiver or reduction of development standards shall not require or be interpreted to require a general plan amendment, local coastal plan amendment, zoning change, study, or other discretionary approval. The bill would also specify that the granting of a density bonus, incentive or concession, or waiver or reduction of development standards shall not be discretionary. The bill would specify that the granting of a density bonus, incentive or concession, or waiver or reduction of development standards shall not require or be interpreted to require environmental review under CEQA.(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.(7)This bill would incorporate additional changes to Section 65915 of the Government Code	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2433
AB2453: Vehicles: off-highway motor vehicles.	Existing law regulates the operation of recreational off-highway motor vehicles on lands, other than a highway, that are open and accessible to the public. Existing law generally prohibits a motor vehicle from being driven upon a highway unless it is registered. However, existing law authorizes off-highway motor vehicles that are issued identification plates or devices to cross highways in certain situations, including, among others, a peace officer operating an off-highway motor vehicle in an emergency response situation.This bill would expand the above-described provision to additionally authorize first responders, as defined, to operate off-highway motor vehicles in an emergency response situation. The bill would also authorize peace officers and first responders to operate off-highway motor vehicles upon a highway, at a distance not to exceed 5 miles, for the purpose of accessing off-highway recreational areas or locations of patrol, within jurisdictions that have adopted a policy or plan for the operation of those off-highway motor vehicles pursuant to the provisions described below. The bill would require peace officers and first responders operating off-highway motor vehicles pursuant to these provisions to comply with the terms and requirements of the policy or plan adopted by the applicable local authority.Existing law prohibits a local authority from enacting or enforcing an ordinance on matters covered by the Vehicle Code unless expressly authorized by the Vehicle Code. Existing law authorizes local authorities to adopt rules and regulations by ordinance or resolution regarding specified matters.This bill would authorize a local authority to regulate the operation of off-highway motor vehicles subject to identification by peace officers and first responders upon highways within the local authority's jurisdiction while performing official duties subject to specified requirements. Among those requirements, the bill would require a local authority, after public review, to adopt a policy or plan for the operation of off-highway motor vehicles by peace officers and first responders while performing official duties and to make the policy or plan available to the public on its internet website. The bill would also require the policy or plan to include, among other things, a requirement that off-highway motor vehicles may only be operated upon a highway for up to 5 miles for the purpose of accessing an off-highway recreational area or a location of patrol.	Enrolled and presented to the Governor at 4 p.m.	8/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2453
AB2454: State highways: report: southeast Los Angeles County.	Existing law establishes the Department of Transportation and requires the department to improve and maintain the state highways.This bill would require the department, in collaboration with the California Transportation Commission, to prepare a report to assess the services provided by the department to maintain and improve the state highway system, and the needs of state highway infrastructure, in the southeast portion of the County of Los Angeles. The bill would require the department to submit the report to the Legislature, and post the report on its internet website, on or before February 1, 2028. In preparing the report, the bill would require the department to provide an opportunity to comment on the topic of the report, as specified.This bill would make legislative findings and declarations as to the necessity of a special statute for County of Los Angeles.	Re-referred to Com. on TRANS.	3/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2454
AB2464: Energy: firm zero-carbon resources.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), the Independent System Operator, and the State Air Resources Board, on or before December 31, 2023, to submit to the Legislature an assessment of the firm zero-carbon resources that support a clean, reliable, and resilient electrical grid in the state and will achieve the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to the state's end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045, as specified.This bill would require the Energy Commission, working with the PUC, to prepare and submit to the Legislature, on or before January 1, 2028, a statewide assessment of the role and necessity of firm zero-carbon resources in meeting the state's clean energy and reliability objectives, potential technologies and strategies for integrating firm zero-carbon resources into the state's energy mix, recommendations on procurement, policy, and planning actions to deploy and support firm zero-carbon resources, and current and projected renewable and firm zero-carbon generation capacity, reliability requirements under varying system conditions, and the cost and emission implications of firm zero-carbon resources.	Referred to Com. on E., U & C.	6/10/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2464

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2484: San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.	The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements.This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program.The Transactions and Use Tax Law limits the combined rate of all taxes that may be imposed in accordance with that law in any county to 2%.This bill would prohibit the tax rate of 0.5% described above that may be imposed by MTS or a qualified voter initiative from being considered for purposes of the combined rate limit under the Transactions and Use Tax Law.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.	In Assembly. Ordered to Engrossing and Enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2484
AB2543: Emergency preparedness: fuel and transportation resources: assessment.	Existing law, the California Emergency Services Act, generally prescribes duties with regard to various types of emergencies and disasters, including requiring the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency in this state. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities.This bill would require, on or before July 1, 2028, the Office of Emergency Services, in consultation with the State Energy Resources Conservation and Development Commission and the Office of Energy Infrastructure Safety, to submit an assessment to the relevant policy committees of the Senate and Assembly that (1) identifies and evaluates emergency types during which Californians' access to fuel and transportation resources may be limited in a manner that would impact public health and safety, (2) identifies fuel and transportation resources that are important to maintain during each emergency type based on specified factors, and (3) provides recommendations for actions the state should take in the event of an emergency to ensure that fuel and transportation resources necessary for public health and safety are available during the emergency, as provided.	Enrolled and presented to the Governor at 4 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2543
AB2545: Report: labor force impact: artificial intelligence.	Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things.This bill would establish the California Artificial Intelligence Worker Impact Data Assessment Project and would establish the California Artificial Intelligence Worker Impact Data Assessment Project Advisory Panel in the EDD. The bill would require the advisory panel to consist of 14 members, appointed as prescribed. The bill would require the EDD, in consultation with the advisory panel, to perform an assessment of data sources and collection methods regarding the use and impact of advanced artificial intelligence systems on the labor force, as specified. The bill would require the advisory panel to submit a report to the Legislature by January 1, 2028, with the results of the assessment and would require the report to provide policy recommendations to the Legislature, including, but not limited to, how to effectively support workers impacted by artificial intelligence. The bill would require the advisory panel to post the report on its internet website. The bill would require that the advisory panel be dissolved upon submission of the report to the Legislature and would repeal these provisions on January 1, 2029.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2545
AB2552: California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.	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.If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided.This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified. This bill would declare that it is to take effect immediately as an urgency statute.	From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.	4/29/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2552
AB2554: Railroad crossings: permit applications: review: public notice.	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.Existing law requires the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. Existing law requires the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process. Existing law requires the proposed resolution to be publicly noticed on the commission's voting agenda and to be subject to public comment.This bill would additionally require the proposed resolution to be publicly noticed on a publicly accessible website.	Re-referred to Com. on U. & E.	3/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2554
AB2557: Legislative information system: bill position letters.	Existing law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session.This bill would add all position letters submitted through the Legislature's internet portal in connection with each bill in each current legislative session to the information the Legislative Counsel is required to make publicly available in electronic form.	From printer. May be heard in committee March 23.	2/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2557
AB2560: Climate Action Plan for Transportation Infrastructure: goals.	Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency.This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2560

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2569: California Environmental Quality Act: natural hazards and adverse environmental conditions.	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 defines “environment” and “significant effect on the environment” for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.This bill would expand those definitions to include impacts on people, as specified. The bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, 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.	In committee: Held under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2569
AB2576: Transit-oriented development: exclusions: historic sites.	Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register.This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.This bill would incorporate additional changes to Section 65912.161 of the Government Code proposed by AB 2415 to be operative only if this bill and AB 2415 are enacted and this bill is enacted last.	Enrolled and presented to the Governor at 4 p.m.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2576
AB2595: San Mateo Electric Bicycle Safety Pilot Program.	Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle.This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2030, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.	Enrolled and presented to the Governor at 4 p.m.	8/25/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2595
AB2601: Planning and zoning: housing development: streamlined approval and subdivisions.	Under the Planning and Zoning Law, the legislative body of a city or county may adopt ordinances that, among other things, regulate the use of buildings, structures, and land, as provided. 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.Existing law requires a local agency to consider ministerially a proposed housing development containing no more than 2 residential units within a single-family residential zone, without discretionary review or a hearing, if the proposed housing development meets specified requirements. Existing law requires a local agency to ministerially approve a parcel map for an urban lot split if the parcel meets specified requirements.This bill would require that an application for a proposed housing development containing no more than 2 residential units within a single-family residential zone, as described above, be eligible for concurrent processing with an application for a parcel map for an urban lot split, as provided. The bill would authorize a local agency to condition issuance of building permits, grading permits, or certificates of occupancy for a proposed housing development upon the applicant first obtaining approval and recording a parcel map for eligible parcels pursuant to the above-described urban lot split provisions. The bill would specify that a “parcel map” for purposes of these provisions means a parcel map prepared in accordance with specified provisions of the Subdivision Map Act and may include a condominium plan if proposed by the subdivider, as specified.Existing law authorizes a development proponent to submit an application for a housing development project on a subdivided lot, as specified, that meets specified requirements, and requires a local agency to ministerially consider that application, as specified. Existing law requires a local agency to issue a building permit for one or more residential units on a lot proposed to be subdivided, as specified, if the applicant for the permit meets prescribed requirements. Existing law requires a local agency to ministerially consider, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets specified requirements, including that the proposed subdivision will result in 10 or fewer parcels and the housing development project on the lot proposed to be subdivided will contain 10 or fewer residential units, except as provided.This bill would require an application for a housing development project on a subdivided lot or an application for a building permit for one or more residential units on a lot proposed to be subdivided, as described above, to be eligible for concurrent processing with an application for a parcel map or a tentative and final map under the above-described subdivision provisions, as provided. The bill would authorize a local agency to condition issuance of building permits, grading permits, or certificates of occupancy for a proposed housing development under these provisions upon the applicant first obtaining approval and recording a parcel map for eligible parcels pursuant to the above-described subdivision provisions.This bill would incorporate additional changes to Section 65852.28 of the Government Code proposed by SB 1090 and SB 1116 to be operative only if this bill and either or both SB 1090 and SB 1116 are enacted and this bill is enacted last.This bill would incorporate additional changes to Section 66411.7 of the Government Code proposed by AB 2005 to be operative only if this bill and AB 2005 are enacted and this bill is enacted last.This bill would incorporate additional changes to Section 66499.41 of the Government Code proposed by SB 1090 and SB 1116 to be operative only if this bill and either or both SB 1090 and SB 1116 are enacted and this bill is enacted last.	Senate amendments concurred in. To Engrossing and Enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2601

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2608: Energy: transportation fuels assessment.	Existing law requires the State Energy Resources Conservation and Development Commission, beginning January 1, 2024, and every 3 years thereafter, to submit to the Legislature and the Governor an assessment that, among other things, identifies methods to ensure a reliable supply of affordable and safe transportation fuels in California and evaluates California's future petroleum product and crude oil import needs.This bill would require that the next assessment also assess the human rights record of each country from which California imports oil, the amount of oil production in California that would enable the state to stop importing oil from countries with negative human rights records, and California laws and regulations that prevent domestic oil production, as specified.	Joint Rule 62(a), file notice suspended. (Page 5030.)	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2608
AB2659: Vehicles: commercial driver's license.	Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards.This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver's license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department's interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law.	Referred to Com. on TRANS.	3/16/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2659
AB267: 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB267
AB2676: Housing Crisis Act of 2019.	(1)Existing law, known as the Housing Crisis Act of 2019, with respect to land where housing is an allowable use and except as specified, prohibits a county or city, including the electorate exercising its local initiative or referendum power, in which specified conditions exist, determined as provided by the Department of Housing and Community Development, from enacting a development policy, standard, or condition, as defined, that would have certain effects. Under existing law, these proscribed policies, standards, or conditions include, among others, (A) changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018, and (B) imposing or enforcing a moratorium on housing development within all or a portion of the jurisdiction of the county or city, except as provided. Existing law states that these prohibitions apply to any zoning ordinance adopted or amended on or after the effective date of these provisions, and that any development policy, standard, or condition on or after that date that does not comply is deemed void.Existing law prohibits a county or city subject to these provisions from enforcing a zoning ordinance imposing a moratorium or other similar restriction on or limitation of housing development until it has submitted the ordinance to, and received approval from, the Department of Housing and Community Development. Existing law requires the department to approve a zoning ordinance submitted to it only if the department determines that the zoning ordinance satisfies these requirements. If the department denies approval of the zoning ordinance, as specified, existing law states that the ordinance is deemed void.This bill would expand the prohibition against enacting a development policy, standard, or condition that has the effect of imposing or enforcing a moratorium on housing development within all or a portion of the jurisdiction of the county or city to also prohibit these policies, standards, or conditions within the sphere of influence of a city, as defined. The bill would define "moratorium or similar restriction or limitation on housing development" for purposes of the Housing Crisis Act of 2019 to include, but not be limited to, the electorate of a county or city subject to these provisions from exercising its referendum power in a manner that has the effect of extending an existing moratorium or similar restriction or limitation on housing development.The bill would prohibit a county or city subject to these provisions from enforcing an initiative or referendum imposing a moratorium or other similar restriction on or limitation of housing development until the initiative or referendum receives approval from the department pursuant to the approval process described above. The bill would state that if the department denies approval of the initiative or referendum, as specified, the initiative or referendum would be deemed void. The bill would provide that these provisions do not preclude, limit the enforceability of, or require department approval of a referendum or an initiative that requires voter approval of a proposed general plan amendment that would increase the intensity of land use allowed on lands designated for open space, agricultural, or rural land uses in the operative general plan, as specified.Existing law defines "reducing the intensity of land use" for purposes of the Housing Crisis Act of 2019 to include reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site's residential development capacity.This bill would revise the definition of "reducing the intensity of land use" to mean any action that would individually or cumulatively reduce the site's residential development capacity, including reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations. This bill would also provide that an action or special proceeding brought to enforce these provisions is subject to a 3-year statute of limitations under specified law. The bill would provide that the bill's provisions apply retroactively to any pending action or proceeding.(2)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.(3)By imposing new requirements and duties on local planning officials with respect to housing development, 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.	Referred to Coms. on HOUSING and L. GOV.	6/24/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2676

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2679: State highways: public parking: traffic control.	Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law establishes the Tahoe Transportation District as a special purpose district managed by representatives from the States of California and Nevada to, among other things, operate a public transportation system in the Lake Tahoe Basin.This bill would authorize the department, within the Tahoe corridor, to contract with a state agency, a local government, or the district relating to safety, access, and parking in the corridor to (1) designate the portions of state highways that constitute the corridor, (2) prevent unsafe parking and pedestrian movement in the corridor, as provided, and (3) enhance public access to the corridor and public recreation sites, by, among other things, developing public parking, establishing and collecting fees for public parking, and developing transit facilities and pedestrian pathways to connect public parking to recreation sites, as specified.This bill would require all moneys collected from a fee for that public parking to be deposited into the Tahoe Safe Recreation Access Fund, which the bill would establish, and would, upon appropriation by the Legislature, require the department to use those moneys for purposes of improving transportation facilities on state highways in the Tahoe Basin, as specified. The bill would require all penalty moneys collected through citations issued for failing to pay parking fees to be deposited into the Tahoe Safe Recreation Access Penalty Account, which the bill would establish, and would, upon appropriation by the Legislature, require the department to use those moneys for enforcement of parking restrictions and prohibitions on state highways in the Tahoe Basin.This bill would make legislative findings and declarations as to the necessity of a special statute for the Lake Tahoe Basin.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2679
AB2717: Outdoor advertising displays: arenas: exemptions.	The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the advertising display has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided.This bill would, on and after January 1, 2028, similarly exempt from most provisions of the act an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of the arena if, among other conditions, the advertising display has been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would require, before one of these advertising displays may be placed, a determination from the department or the Federal Highway Administration that the display will not cause a reduction in federal aid funds or otherwise be inconsistent with federal law, federal regulations, or an agreement between the state and a federal agency or department, as specified. This bill would limit both of these exemptions to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to either of these exemptions to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified. The bill would prohibit an arena from having more than a total of 2 advertising displays pursuant to these exemptions. Except for advertising displays authorized by the existing exemption, the bill would require certain advertising displays placed pursuant to the new exemption for one arena to be located at least 5,000 feet from an advertising display authorized pursuant to an exemption for another arena.This bill would incorporate additional changes to Section 5272 of the Business and Professions Code proposed by SB 1228 to be operative only if this bill and SB 1228 are enacted and this bill is enacted last.	Senate amendments concurred in. To Engrossing and Enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2717
AB2718: City streets: change of grade.	The Change of Grade Act of 1909 authorizes the city council of a city to change or modify the grade of its city streets in the manner provided by the act.This bill would make nonsubstantive changes to this provision.	From printer. May be heard in committee March 23.	2/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2718
AB273: 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB273
AB2736: 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.	From printer. May be heard in committee March 23.	2/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2736

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB2748: Building standards: affordable housing developments: electric vehicle charging.	Existing law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation. Existing law requires the building department of every city or county to enforce within its jurisdiction all the provisions published in the California Building Standards Code and the provisions of the State Housing Law, as provided. Existing law makes any violation of the State Housing Law a misdemeanor punishable by a fine not exceeding $1,000, by imprisonment not exceeding 6 months, or by both.Existing law requires the California Building Standards Commission and the Department of Housing and Community Development to research and develop, and authorizes those entities to propose for adoption by the commission, mandatory building standards for the installation of electric vehicle charging stations in existing multifamily dwellings, hotels, motels, and nonresidential developments, as provided.This bill would require a new or existing affordable housing development, as defined, for which a permit application is submitted between January 1, 2025, and December 31, 2028, to comply with either the requirements for installation of low power Level 2 or higher electric vehicle charging receptacles in the 2025 California Green Building Standards Code, as provided, or the applicable requirements for installation of low power Level 2 or higher electric vehicle charging receptacles in the 2024 supplement to the 2022 edition of the California Green Building Standards Code. The bill would repeal these provisions on January 1, 2030. By adding to the duties of local officials, and by expanding the scope of a crime, 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.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.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.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2748
AB2752: Bay Area Air Quality Management District and South Coast Air Quality Management District: policies: oil refineries.	Existing law establishes the Bay Area Air Quality Management District, which is vested with the authority to regulate air emissions located in the boundaries of the Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara and portions of the Counties of Solano and Sonoma. Under existing law, the Lewis-Presley Air Quality Management Act establishes the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the South Coast Air Basin as the local agency with the responsibility for comprehensive air pollution control within the basin. This bill would require the Bay Area Air Quality Management District and the South Coast Air Quality Management District, on or before December 31, 2027, to analyze specified policies to determine the cost of compliance, potential cost to consumers, impacts on state and local tax revenue, refinery employment, and impacts on the statewide gasoline supply, as provided. The bill would also require those districts, on or before January 1, 2028, to make a good faith effort to minimize any adverse impacts identified pursuant to that requirement. By requiring a higher level of service of local entities, the bill would impose a state-mandated local program.Existing law requires, whenever a district intends to propose the adoption, amendment, or repeal of a rule or regulation that will significantly affect air quality or emissions limitations, that district to perform an assessment of the socioeconomic impacts of the adoption, amendment, or repeal of the rule or regulation. Existing law defines “socioeconomic impact” for these purposes.With respect to the adoption, amendment, or repeal of a rule or regulation related to oil refineries by the Bay Area Air Quality Management District and the South Coast Air Quality Management District, the bill would expand the definition of ”socioeconomic impact” to also mean the cost to consumers, impacts on state and local tax revenue, and impacts on the statewide gasoline supply. The bill would also require those districts to actively consider those additional socioeconomic impacts and make a good faith effort to minimize any adverse impacts, as provided, before adopting, amending, or repealing a rule or regulation related to oil refineries.This bill would make legislative findings and declarations as to the necessity of a special statute for the Bay Area Air Quality Management District and the South Coast Air Quality Management District.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.	In committee: Set, first hearing. Testimony taken.	4/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2752
AB295: California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review.	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. 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.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. 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB295
AB314: Affordable Housing and Sustainable Communities Program: project eligibility.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided.This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB314

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB33: Autonomous vehicles.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction.This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a $10,000 administrative fine and a $25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision.The bill would require the department to submit a report to the Legislature evaluating the performance of autonomous vehicle technology and its impact on public safety and employment, as specified. This bill would require all relevant state agencies, including, among others, the Department of Transportation and the State Air Resources Board, to provide information to the department to research this report. The bill would prohibit the department from issuing a deployment permit for the use of an autonomous vehicle to deliver commercial goods without a human safety operator until a later enacted statute authorizes the issuance of a permit for that purpose.The bill would also make certain findings and declarations related to these provisions.	Ordered to inactive file at the request of Senator Gonzalez.	9/9/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB33
AB334: 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, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility.This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than $2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.	Ordered to inactive file at the request of Senator Grayson.	9/13/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB334
AB340: Employer-employee relations: confidential communications.	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.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.	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB340
AB381: State contracts: certification process: forced labor and human trafficking.	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.This bill would, for a contract entered into or renewed on or after January 1, 2026, revise the above contracting requirements to also require a contractor to certify that the contract complies with specified requirements relating to human trafficking, including certain prohibitions on contractors, contractor employees, subcontractors, subcontractor employees, and their agents. The bill would revise the definition of forced labor to mean knowingly providing or obtaining labor or services of a person by, among other things, threats of serious harm to, or physical restraint against, that person or another person.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.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.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.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.This bill would, for a contract entered into or renewed on or after January 1, 2026, 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 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.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.This bill would, for a contract entered into or renewed on or after January 1, 2026, authorize the administrative law judge to additionally consider mitigating factors and aggravating factors, as specified.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.This bill would, for a contract entered into or renewed on or after January 1, 2026, 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	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB381

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

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB388: Electricity.	The Public Utilities Act vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. The act defines "electrical corporation" to include every corporation or person owning, controlling, operating, or managing any electric plant for compensation within this state, except as specified. The act authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable.This bill would revise the definition of "electrical corporation" to exclude a corporation or person employing certain solar or wind generating technology if electricity is transmitted exclusively and directly through private electrical lines to a single facility owned by a different corporation or person that uses the electricity only for new load, not for departing load, and for an electrolytic hydrogen production facility, as defined, or a facility using the electricity to provide industrial process heat, or both.This bill would require private electric lines located on property other than the property on which a single electrolytic hydrogen production facility or industrial process heat facility or solar or wind generating technology is located to be subject to all applicable General Orders, as determined by the commission, except as provided, and would require corporations or persons employing private electric lines that are subject to those requirements to file wildfire mitigation plans if any part of the private electric lines are located in high fire threat districts, as specified.This bill would require the commission, on or before July 1, 2027, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a tariff for qualified self-generation projects with a generating capacity exceeding 80,000 kilowatts. The bill would require the commission to structure the tariff so that an electrical corporation serves as an intermediary between the electrical generation and energy storage facilities providing the electricity and the qualified self-generation project. The bill would require the commission to structure rates for qualified self-generation projects to administer the purchase and resale of the electricity from the electrical generation and energy storage facilities solely at cost, as specified. The bill would also require a customer to meet various requirements to be considered a qualified self-generation project, including, among other requirements, that the customer uses electricity from specified sources and the electricity is transmitted exclusively and directly through private electric lines to the customer's facility. The bill would require any cost associated with the tariff to be paid solely by participating customers such that nonparticipating customers bear no additional costs, and would require private electric lines located on property other than the property on which a single electrolytic hydrogen production facility or industrial process heat facility or solar or wind generating technology is located to be subject to all applicable General Orders, as determined by the commission, except as provided. The bill would also require customer load supplied to qualified self-generation projects under the tariff to be excluded for purposes of calculating procurement requirements for electrical corporations, as specified.Under existing law, a violation of the act or any order, decision, rule, direction, demand, or requirement of the commission is a crime.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.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB388
AB41: State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.	Existing law designates the State Air Resources Board as the state agency responsible for the preparation of the state implementation plan required by the Clean Air Act, and requires the state board to adopt standards, rules, and regulations that are consistent with the state goal of providing a decent home and suitable living environment for every Californian. This bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB41
AB467: Los Angeles Community College District: California Center for Climate Change Education.	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the 3 segments of public postsecondary education in this state. Existing law establishes community college districts throughout the state, and authorizes them to provide instruction to students at community college campuses. One of these districts is the Los Angeles Community College District.Existing law appropriates $5,000,000 to the Los Angeles Community College District for the development and initial operations of the California Center for Climate Change Education at the West Los Angeles College with the mission to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning opportunities.This bill would codify the establishment of the center.This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles Community College District.	In committee: Held under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB467
AB472: Energy: integrated energy policy report: port infrastructure for offshore wind energy development.	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.Existing law requires the Energy Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified.This bill would require the Energy Commission, as part of the 2027 edition of the integrated energy policy report and each edition thereafter, and contingent upon an appropriation for this purpose, to include an assessment of funding needs for port infrastructure for offshore wind energy development, as specified. The bill would require the Energy Commission, in consultation with specified entities, to include in the assessment any federal, state, and local funding opportunities, including general obligation bonds and funding from the private sector, that can help build port infrastructure for offshore wind energy development.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB472
AB491: California Global Warming Solutions Act of 2006: climate goals: natural and working lands.	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.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.This bill would specify that it is the goal of the state to achieve each of the targets established by the Natural Resources Agency by the applicable date for the target, with priority given to activities that most rapidly, significantly, and cost effectively increase carbon stocks and net sequestration, protect and support ecosystem function, and reduce emissions of greenhouse gases. The bill would also revise the definition of "natural carbon sequestration" for purposes of the above-described provisions.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB491

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB513: California Global Warming Solutions Act of 2006: scoping plan.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB513
AB555: Air resources: regulatory impacts: transportation fuel costs.	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.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB555
AB569: California Public Employees' Pension Reform Act of 2013: exceptions: supplemental defined benefit plans.	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 authorize a public employer, as defined, to bargain over contributions for supplemental retirement benefits administered by, or on behalf of, an exclusive bargaining representative of one or more of the public employer's bargaining units, subject to the limitations specified above.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB569
AB590: Social Housing Bond Act of 2026.	Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks.This bill would enact the Social Housing Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of $950,000,000 pursuant to the State General Obligation Bond Law, to fund social housing programs, as specified. The bill would create the California Housing Authority, which would be governed by the California Housing Authority Board, to ensure that social housing developments that are produced and acquired align with specified goals and would authorize the authority to issue the bonds and, upon appropriation of the Legislature, utilize funds from other sources to build more low, very low, and extremely low income housing. The bill would create the Social Housing Revolving Loan Fund to be used, upon appropriation of the Legislature, to provide zero-interest loan for the purpose of constructing housing to accommodate a mix of household incomes.The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.This bill would declare that it is to take effect immediately as an urgency statute.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB590
AB62: Civil Rights Department: racially motivated eminent domain.	Existing law establishes, until January 1, 2030, the Racial Equity Commission within the Office of Planning and Research and requires the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. Existing law, the California Fair Employment and Housing Act, establishes the Civil Rights Department and sets forth its powers and duties, including, among others, receiving, investigating, and prosecuting complaints alleging violations of civil rights, as specified.This bill would require the Civil Rights Department (department), to, upon appropriation by the Legislature, review, investigate, and make certain determinations regarding applications from persons who claim they are the dispossessed owner, as defined, of property taken as a result of racially motivated eminent domain. The bill would define "racially motivated eminent domain" to mean when the state, county, city, city and county, district, or other political subdivision of the state acquires private property for public use and does not distribute just compensation to the owner at the time of the taking, and the taking, or the failure to provide just compensation, was due, in whole or in part, to the owner's ethnicity or race. Upon a determination that providing property or just compensation is warranted, as provided, the bill would require the department to certify that the dispossessed owner is entitled to the return of the taken property, as specified, or other publicly held property, as defined, of equal value, or financial compensation, as specified. Upon a determination that the dispossessed owner is entitled to other publicly held property of equal value, the bill would require the department to solicit and select, as specified, a list of recommendations of publicly held properties that are suitable as compensation, as provided. Upon a rejection of the determination of the department by the state or local agency that took property by racially motivated eminent domain, the bill would authorize the dispossessed owner, as specified, to bring an action to challenge the taking or the amount of compensation, as provided. Upon a determination that an applicant is not a dispossessed owner or issuing property or just compensation is not warranted, the bill would require the department to notify the applicant of its finding and provide an appeal process, as specified. The bill would require the department to prioritize processing applications for claims made by the individual or individuals who held legal title to the affected property at the time of its taking, as specified. The bill would make every finding, decision, determination, or other official act of the department subject to judicial review.Existing law generally prohibits state agencies from employing in-house counsel to act on behalf of the agency or its employees in specified judicial or administrative adjudicative proceedings, but exempts specified agencies from this provision.This bill would exempt the Civil Rights Department from that provision, as specified.This bill would make related findings and declarations, including those related to a gift of public funds.	Consideration of Governor's veto stricken from file.	1/22/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB62
AB780: 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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB780

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB854: California Environmental Quality Act: exemptions.	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.This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of a transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements. If a lead agency determines that a project is exempt from CEQA pursuant to the above provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, the bill would impose a state-mandated local program.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB854
AB856: Sales and Use Tax: exemptions: manufacturing.	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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB856
AB861: Community colleges: students: public transportation: Los Angeles Community College District.	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.This bill would (1) require the Los Angeles Community College District to annually enter into a memorandum of understanding with LA Metro for purposes of providing GoPass TAP cards to participating students enrolled at a campus of the community college district, as specified, and (2) establish a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB861
AB902: Transportation projects: barriers to wildlife movement.	Existing law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Existing law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Existing law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits.This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency. The bill would authorize a lead agency to use compensatory mitigation credits to satisfy this requirement, as specified.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.	In committee: Held under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB902

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
AB914: Air pollution: indirect sources.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources.Existing law requires the state board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air districts, and the United States Environmental Protection Agency.This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website.Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Existing law also requires the state board to designate any substance that is listed as a hazardous air pollutant under federal law as a toxic air contaminant and to establish airborne toxic control measures applicable to the substance in accordance with specified procedures. Existing law requires each district to implement and enforce an airborne toxic control measure adopted by the state board or to propose regulations enacting airborne toxic control measures on nonvehicular sources within its jurisdiction that meets certain requirements, as specified.This bill would require the state board, for a given toxic air contaminant or airborne toxic control measure, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature.Existing law makes any violation of a rule or regulation of the state board relating to nonvehicular air pollution control a misdemeanor.Because a violation of these rules or regulations of the state board with respect to nonvehicular sources subject to those rules and regulations would be a crime, 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.	Died on inactive file.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB914
AB939: Housing development: density bonuses: affordability of for-sale units.	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. Existing law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided.This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit housing corporation, as specified, for properties to be sold to and occupied by extremely low, very low, or lower income families who participate in a below market interest rate loan program, as described. By adding to the duties of local agencies to implement the Density Bonus Law, 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.	Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 67. Noes 6.).	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB939
AB954: Interregional transportation strategic plan: bicycle highways.	Existing law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. Existing law requires projects included in the ITIP to be consistent with the interregional transportation strategic plan (ITSP). Existing law requires the department to submit the ITSP to the commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan.This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.	Ordered to inactive file at the request of Senator Menjivar.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB954
AB981: 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 require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Sacramento, and Kern that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assist device (ISA) on any vehicle the person operates. The bill would similarly make the installation of an ISA discretionary for a first offender, as specified. The bill would establish periods for which a person convicted of one or more prior specified driving offenses is required to install an ISA, as specified. The bill would require the Department of Motor Vehicles to create a verification installation form to be submitted by persons subject to these provisions. The bill would impose a fee schedule to be adopted by certified ISA manufacturers and their agents for the ISA and other related costs. By creating new crimes related to the installation and maintenance of an ISA, this bill would impose a state-mandated local program. The bill would require, by July 1, 2030, the department to report data to the Transportation Agency regarding the implementation and efficacy of the pilot program, as specified, and require the Transportation Agency to report to the Legislature on the outcomes of the pilot program by July 1, 2031.This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Los Angeles, San Diego, Fresno, Sacramento, and Kern.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.	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB981

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
ACA1: Public finance.	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.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.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.	Introduced measure version corrected.	1/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260ACA1
ACA4: Homelessness and affordable housing.	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.This measure, the Housing Opportunities Made Equal (HOME) Act, would create an account in the General Fund into which, beginning in the 2027–28 fiscal year, and each fiscal year thereafter until September 30, 2036, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness.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.	In committee: Set, first hearing. Held under submission.	1/22/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260ACA4
SB1000: California AI Transparency Act.	Existing law, the California AI Transparency Act (CATA), beginning August 2, 2026, generally regulates provenance data disclosure in content generated by artificial intelligence (AI), including by requiring a covered provider to make available an AI detection tool at no cost to the user that meets certain criteria. Existing law requires a covered provider to offer the user the option to include a certain manifest disclosure in image, video, or audio content, or content that is any combination thereof, created or altered by the covered provider's generative artificial intelligence (GenAI) system and requires a covered provider to include a certain latent disclosure in AI-generated image, video, or audio content, or content that is any combination thereof, created by the covered provider's GenAI system. Existing law defines "covered provider" for these purposes to mean a person that creates, codes, or otherwise produces a generative AI system that has over 1,000,000 monthly visitors or users and is publicly accessible within the geographic boundaries of the state.This bill would recast those provisions to, among other changes, delete the user threshold from the definition of "covered provider," replace the term "AI detection tool" with "disclosure verification tool," delete the above-described requirement of a covered provider to offer the user the option to include a manifest disclosure in content, and additionally require a covered provider to include in the above-described latent disclosure whether the GenAI system created or altered the content. The bill would delay CATA's operation with respect to a GenAI system that is designed to primarily function as assistive technology, as defined, would prohibit a covered provider from falsely representing that a GenAI system is designed to primarily function as assistive technology, and would punish a covered provider who makes such a false representation with a certain civil action, as specified.This bill would declare that it is to take effect immediately as an urgency statute.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1000
SB1005: Local agency: payment: rounding amount.	Existing law requires a public agency to accept specified methods of payment for designated obligations.This bill would authorize a local agency to round the amount of any payment made wholly or partly in cash to the local agency, or any refund or other amount tendered wholly or partly in cash by the local agency, to the nearest $0.05. The bill would apply to a local agency only if the governing body of the local agency adopts, by majority vote, a resolution to make its provisions applicable to the local agency. The bill would define terms for its purposes.This bill would declare that it is to take effect immediately as an urgency statute.	Enrolled and presented to the Governor at 3 p.m.	8/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1005
SB1008: California Environmental Quality Act: exemption: railroad grade crossing closure.	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 certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided.This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on a lead agency with regard to the filing of the notice of exemption, 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.This bill would declare that it is to take effect immediately as an urgency statute.	Chaptered by Secretary of State. Chapter 151, Statutes of 2026.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1008

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1013: Automated license plate recognition systems.	Existing law prohibits a public agency, which includes 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 provide that “public agency” does not include a transportation agency, a public transit operator, department of transportation, public works department, or campus transportation agency, as specified, a public agency or contracted parking operator when engaging in specified activities in a parking facility, a state agency operating specified parking facilities, or the State Air Resources Board. The bill would require a public agency that accesses or provides access to ALPR information to maintain a record of that access, as provided. The bill would, beginning January 1, 2027, require new, updated, renewed, extended, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, except as specified, and would impose new requirements on sharing between California state law enforcement agencies. This bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency. The bill, as of January 1, 2028, would require a public agency to archive all ALPR information that has been held for more than 60 days within 14 days, unless that ALPR information is retained in the evidence file of an active investigation or criminal proceeding or matches information on an authorized hot list, as defined, and retain ALPR information that becomes part of an investigation or criminal proceeding in the evidence file as long as the evidence file is required to be held by state law or court order. The bill would prohibit a public agency from querying any archived information except pursuant to a warrant, as specified. By imposing new requirements on public agencies, which include local agencies, this bill would impose a state-mandated local program.Existing law defines an ALPR operator as a person that operates an ALPR system, which does not include a transportation agency. Existing law defines an ALPR end-user as a person that accesses or uses an ALPR system, which does not include, among other things, a transportation agency.This bill would additionally exclude from the definitions of “ALPR operator” and “ALPR end-user” a public transit operator, department of transportation, public works department, campus transportation agency, or an airport or airport operator, as provided. The bill would also exclude from the definition of “ALPR operator” the Department of General Services and its operators when engaging in specified activities in a parking facility and would exclude from the definition of “ALPR end-user” a state agency operating specified parking facilities and the State Air Resources Board.Existing law requires an ALPR operator and ALPR end-user to maintain reasonable security procedures and practices, including operational, administrative, technical, and physical safeguards, to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure.This bill would require those security procedures and practices to include safeguards for managing which employees can see the data from their systems, as specified, and requiring data security training and data privacy training for all employees that access ALPR information.Existing law requires an ALPR operator and ALPR end-user to implement a usage and privacy policy that includes, among other things, a description of the job title or other designation of the employees and independent contractors who are authorized to access and use ALPR information.This bill would require the usage and privacy policy to identify what purpose employees and independent contractors access and use ALPR information for. The bill would also require the Department of Justice to, beginning October 1, 2029, and contingent upon an appropriation of sufficient funds, conduct annual random audits on a public agency that is an ALPR operator or ALPR end-user to determine whether they have implemented and are adhering to that usage and privacy policy.Existing law requires an ALPR operator that accesses or provides access to ALPR information to require that ALPR information only be used for the authorized purposes described in the usage and privacy policy and to maintain a record of that access that includes, among other things, the purpose for accessing the information.This bill would instead require that record of access maintained by the ALPR operator to include a brief, accurate, specific, and plain language statement describing the purpose for accessing ALPR information The bill would include findings that changes proposed by this bill address a	Read third time and amended.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1013
SB1024: Firefighter postpartum and recovery leave.	Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations.This bill would require specified fire departments to provide a paid leave of absence of up to 26 weeks to an active firefighting member who requests leave because the firefighter is disabled by pregnancy, childbirth, or a related medical condition, as provided. The bill would apply to an active firefighting member who has at least 1,250 hours of service with the fire department in the 12-month period before the date on which the paid leave begins and would require the leave to be with full pay, except as specified, at the firefighter’s regular rate of pay set forth in a collective bargaining agreement and in accordance with their normal pay schedule. The bill would require all benefits to continue to accrue during the paid leave, as specified, and would require a firefighter returning from the paid leave to be restored to their prior position, as provided. The bill would request a fire department of the University of California to comply with these provisions.	Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1024
SB1035: Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	(1)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.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.This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.This bill would direct the Controller to transfer a specified amount from the General Fund to the Greenhouse Gas Reduction Fund. By transferring General Fund moneys to a partially continuously appropriated fund, this bill would make an appropriation.(2)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.This bill would suspend the imposition of the tax on motor vehicle fuels for one year. 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.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.(3)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.This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms 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.(4)This bill would declare that it is to take effect immediately as an urgency statute.	March 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2. Page 3600.) Reconsideration granted.	3/18/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1035

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1038: The Public Employees' Retirement System.	The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) for the purpose of providing pension benefits to specified public employees and prescribes the rights and duties of members and annuitants of the system. PERL vests management and control of PERS in the Board of Administration. PERL authorizes the board, during the course of an audit, to require each state employer, school employer, including each school district represented by a school employer, and contracting agency to provide information as deemed necessary by the board to determine eligibility for, and the correctness of, retirement benefits, reportable compensation, enrollment in, and reinstatement to this system. PERL requires the board, before initiating an audit, to notify the subject of the audit of the estimated time required to completion.This bill would require the board, before initiating an audit, to list specific information about the audit on its internet website and provide written notice to the affected state employer, school employer, including each school district represented by a school employer, or contracting agency. The bill would specify the distribution of the notice, the final audit report, and a list of members affected by the final audit report, between the board, a state employer, school employer, or contracting agency, and any exclusive representative.	Chaptered by Secretary of State. Chapter 152, Statutes of 2026.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1038
SB1039: Air resources: refinery-related community air monitoring system.	Existing law requires a refinery-related community air monitoring system to be installed near each refinery, as provided, and requires the monitoring system to include equipment capable of measuring compounds emitted to the atmosphere from refinery processes. Existing law requires owners or operators of petroleum refineries to develop, install, operate, and maintain a fence-line monitoring system in accordance with guidance developed by the appropriate regional air pollution control district or regional air quality management district.This bill would require guidance adopted to implement the fence-line monitoring system to include a process for a petroleum refinery to provide substantial evidence to the appropriate air district to exclude a pollutant for monitoring in a fence-line monitoring system and would authorize the air district to exclude a pollutant for monitoring at a petroleum refinery fence-line monitoring system if the air district determines that substantial evidence supports certain considerations. Because the bill would require air districts to revise their guidance related to the fence-line monitoring system, 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.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1039
SB1054: Unemployment insurance: reporting requirements.	Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law requires an employer, as defined, to make contributions for unemployment insurance premiums and to file specified reports with the Director of Employment Development, including, among other reports, a report of contributions, a quarterly return, and a report of wages paid, as specified. This bill would require the Employment Development Department to work with employers to enhance the reporting of employment and earning data, as specified, and, where feasible, to align and streamline definitions and requirements for the report of wages, deploy user-friendly application programming interfaces, and implement other means to simplify reporting processes. The bill would require, beginning July 1, 2027, every employer with 10 or more employees and every individual or organization that, as an agent, reports wages on behalf of one or more employers with 10 or more employees, as specified, to include in the report of wages, information on total monthly wage, industry, occupation, worker type, and hours worked for each employee, as provided.This bill would require the department, on or before July 1, 2027, to adopt and develop appropriate procedures for the sharing of hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, and to enable access to relevant wage data, as specified. The bill would require the department to work with the California Statewide Automated Welfare System (CalSAWS) to develop and implement the necessary system changes to implement the data sharing process to verify hours worked for those public benefits. The bill would also require or authorize the department to work with other specified state agencies relating to reporting requirements on workforce and employment.This bill would require the department to use existing federal and state grant funds to the extent available and to implement the bill's provisions on or before July 1, 2027, except that, the bill would require the department to begin the data sharing process to verify hours worked for the public benefits, as described above, on January 1, 2028, or when the department notifies the Legislature that CalSAWS can perform the necessary automation to implement the data sharing process, whichever is later.Under existing law, the information obtained in the administration of the Unemployment Insurance Code is for the exclusive use and information of the Director of Employment Development in the discharge of their duties and is not open to the public. However, existing law requires the director to permit the use of the information for specified purposes, including to enable governmental agencies to verify or determine eligibility for public social services. Existing law provides that a person who knowingly accesses, uses, or discloses this confidential information without authorization is guilty of a misdemeanor. This bill would also require the director, on or before January 1, 2028, to enable the State Department of Social Services and the State Department of Health Care Services to access hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, as prescribed. The bill would further require the director, on or before January 1, 2028, to enable the Office of the California Education Interagency Council to access any relevant wage data necessary for the council's specified purposes. By expanding the scope of a crime, this bill would impose a state-mandated local program.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.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.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1054
SB1055: Pajaro Regional Flood Management Agency: contracts.	Existing law, the Local Agency Public Construction Act, governs public works contracts awarded by counties and requires the work of construction or repair of specified public buildings to be done by contract, if the estimated cost exceeds $4,000, as prescribed. Existing law, in counties containing a population of 500,000 or more, exempts that work from the above-described requirement if the estimated cost of the work is less than $6,500.This bill would, until January 1, 2035, authorize the Pajaro Regional Flood Management Agency, upon approval of its governing body, to use specified alternative project delivery methods, in addition to other contracting methods allowable by law, and require a contract awarded pursuant to these provisions to be awarded on a best value basis or to the lowest responsible bidder. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. The bill would require the agency to follow specified procedures if its governing body approves the use of Job Order contracting, as defined, and limit the maximum total dollar amount that may be awarded under a single Job Order contract and the term of a Job Order contract. The bill would require the agency to prepare an independent cost estimate for each individual job order developed under a Job Order contract. The bill would prohibit an agency from using job order contracting unless it enters into a project labor agreement, as specified. The bill would also require an agency that uses job order contracting to submit a report to the Legislature, as specified.This bill would make legislative findings and declarations as to the necessity of a special statute for the Pajaro Regional Flood Management Agency.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.	Chaptered by Secretary of State. Chapter 176, Statutes of 2026.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1055

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1063: Western Joshua Tree Conservation Act: life-sustaining services: take permit.	The Western Joshua Tree Conservation Act prohibits any person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as specified. The act authorizes the Department of Fish and Wildlife to permit the taking of a western Joshua tree if specified conditions are met, including, but not limited to, that the permittee mitigates all impacts to, and taking of, the western Joshua tree through measures that are roughly proportional in extent to the authorized taking of the western Joshua tree. The act authorizes, in lieu of completing the mitigation measures, a permittee to elect to satisfy the mitigation obligation by paying fees pursuant to a specified fee schedule, as provided.This bill would authorize the department to permit the taking of a western Joshua tree without payment of fees or other mitigation upon demonstration to the department that the taking of a western Joshua tree is related to the maintenance, operation, or construction of a life-sustaining service connection to a single-family residence or multifamily residence, including distribution infrastructure, as specified. The bill would require the department to grant or deny that permit within 30 days of a request, or within 10 days of a request to address a threat to health or safety. The bill would allow the permittee 60 days to complete the taking authorized by that permit and the department may extend this 60-day period at its discretion.	April 21 set for first hearing. Failed passage in committee. (Ayes 2. Noes 4. Page 3981.)	4/23/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1063
SB1064: Heavy-Duty Vehicle Inspection and Maintenance Program: testing.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds. Existing law requires that the program include, among other things, test procedures for different motor vehicle model years and emissions control technologies that measure the effectiveness of the control of emissions of oxides of nitrogen and particulate matter. Existing law requires, as part of the program, the state board to develop a Heavy-Duty Vehicle Inspection and Maintenance Compliance Certificate. Existing law requires the state board to issue the certificate to the legal owner, registered owner, or designee of a vehicle that, at the discretion of the state board, meets the requirements of the program so that vehicle owners and operators may easily demonstrate proof of compliance for specified purposes.This bill would limit specified testing of all nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds that are considered low use, as defined, that have an engine that is from the 2012 model year or older, and that are registered in this state, to not more frequently than annually. The bill would require the state board to adopt rules and regulations to implement this provision.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1064
SB1075: Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plans.	Existing law requires the State Air Resources Board to prepare a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden that includes an assessment and identification of those communities. Existing law requires the statewide strategy to be updated at least once every 5 years. Existing law requires the state board, based on the assessment and identification, to select locations around the state for preparation of community emissions reduction programs. Existing law requires the assessment and identification to prioritize disadvantaged communities, as defined. Existing law requires the regional air quality management district or the regional air pollution control district encompassing the location selected by the state board, within one year of selection, to adopt a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as provided. Existing law requires the state board to provide grants to community-based organizations for technical assistance and to support community participation in the implementation of the statewide strategy. Under this existing regulatory authority, the state board provides grants to development and implement local community emissions reduction plans.This bill would revise the definition of “disadvantaged community” to include a disadvantaged unincorporated community. By expanding the definition of “disadvantaged community,” the bill would expand the duties of districts in the preparation of community emissions reduction programs, thereby imposing a state-mandated local program. The bill would require the local community emissions reduction plans to be submitted to the state board for review and approval and would require the state board or the relevant air district to enforce those plans, as provided. The bill would specify that a steering committee formed by an air district to assist it in the development and implementation of a community emissions reduction program remains active until the emissions objectives identified in the program are achieved as determined by the air district or a majority of the members of the committee vote to disband the committee. The bill would require members of the steering committee to meet certain requirements. The bill would specify eligible uses for the grants provided.This bill would require the state board, on or before June 30, 2027, and annually thereafter, to report to the appropriate subcommittees of the budget committee of the Legislature about the progress the state board has made to implement the statewide strategy and the community emissions reduction programs, as provided. The bill would require the Secretary for Environmental Protection to periodically convene representatives of agencies and departments within the California Environmental Protection Agency with jurisdiction over pollution sources included in a community emissions reduction program to ensure coordination among those agencies and departments to address concerns raised about those pollution sources.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.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.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1075
SB1085: Water supply planning: housing developments.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to be responsible for determining whether a project is exempt from CEQA and whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required. Existing law requires a city or county that determines a certain type of project is subject to the requirements of CEQA to identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water supply assessment, as provided.This bill, among other things, would instead require a city or county, upon receipt of a preliminary application for a housing development project that meets certain conditions, or upon a development application for certain projects being determined as complete or deemed complete, to make that identification of public water systems. The bill would require a city or county, within 15 days of receiving an application that meets either of the above-mentioned criteria, to request each identified public water system to determine whether the projected water demand associated with the proposed project was included in the most recently adopted urban water management plan. By imposing additional duties on a city or county, the bill would impose a state-mandated local program.Existing law requires the governing body of each identified public water system to submit the requested water supply assessment not later than 90 days from the date that the request was received. Existing law requires that the assessment be approved at a regular or special meeting, as provided.This bill would require, for certain housing development projects, a public water system to submit the requested water supply assessment to the city or county no later than 45 days from the date that the request was received. The bill would provide that those water supply assessments do not need to be approved at a public meeting. The bill would also authorize a city or county to seek a writ of mandamus to compel a public water system that fails to submit the water supply assessment to comply with the requirements relating to the submission of the water supply assessment.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.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1085

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1087: Transportation planning: sustainable communities strategies: transportation funding programs.	(1)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 a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation.Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, requires a metropolitan planning organization to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires the state board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets.This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified.Because the bill would expand duties of local agencies, it would impose a state-mandated local program.(2)Existing law requires, commencing January 1, 2020, the San Diego Association of Governments to begin developing an implementation report that tracks the implementation of its most recently adopted sustainable communities strategy, as provided. Existing law requires the Sacramento Area Council of Governments to report on the regional implementation of its most recently adopted sustainable communities strategy, as provided.This bill would repeal those provisions.(3)Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Existing law requires the plan to identify the statewide integrated multimodal transportation system needed to achieve statewide greenhouse gas emission reduction targets and to attain state and national air quality standards.This bill would also require the plan to, among other things, incorporate performance measures into planning that informs delivery of transportation capital projects to help achieve the goals of the plan. The bill would, commencing with the 3rd update to the plan, revise the information that the department is required to include in the plan to include, among others, relevant performance measures within each district of the department.(4)Existing law requires certain funds appropriated by the Legislature from the Public Transportation Account to be made available for specified purposes, including, among other purposes, for the department's planning activities, mass transportation responsibilities, and assistance in regional transportation planning, as specified.This bill, for any activities within the region of a metropolitan planning organization, would require the department to limit funding to activities that are consistent with an applicable sustainable communities strategy or alternative planning strategy, as specified.(5)Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds in the account to be allocated for various purposes, including, among others, $25,000,000, upon appropriation by the Legislature, for local planning grants to encourage local and regional planning that furthers state goals, as provided. Existing law requires the department to develop a grant	Assembly amendments concurred in. (Ayes 31. Noes 9.) Ordered to engrossing and enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1087
SB1091: Community Anti-Displacement and Preservation Program.	Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. Existing law, the Governor's Reorganization Plan No. 1 of 2025 (GRP), which became effective on July 5, 2025, transfers the Department of Housing and Community Development to the California Housing and Homelessness Agency, which the GRP also establishes, as of July 1, 2026. Existing law makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program and the California Emergency Solutions Grants Program. Existing law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided.This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing and attaching long-term affordability restrictions on the housing, while safeguarding against the displacement of current residents. The bill would require the department to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years. The bill would require the department to grant prescribed funds to the program manager to implement the program and the program manager to make loans or grants to eligible borrowers, as defined, based on underwriting guidelines approved by the department. The bill would authorize the department to issue program funds to regional housing entities, as defined, upon request through a solicitation or other process determined by the department, for purposes of allowing the regional housing entity to use the moneys to issue loans or grants to eligible borrowers within its jurisdiction in accordance with the bill's provisions and department regulations. The bill would require the department to adopt regulations for the operation of the program on or before July 1, 2028, and would exempt the adoption of regulations by the department for these purposes from the Administrative Procedure Act.This bill would apply specified tenant protections to projects funded by the program and would require the department to develop technical assistance and capacity building for the development and ongoing operation of projects funded pursuant to the program, as specified.This bill would establish the Community Anti-Displacement and Preservation Fund in the State Treasury. The bill would make moneys available to the department for purposes of the program, upon appropriation by the Legislature. The bill would set forth requirements for the use of moneys in the fund.	Assembly amendments concurred in. (Ayes 36. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1091
SB1121: Vehicles: commercial electric vehicle safety.	Existing law requires the Department of the California Highway Patrol to regulate the safe operation of certain vehicles, including, but not limited to, motortrucks of 3 or more axles that are more than 10,000 pounds gross vehicle weight rating, truck tractors, and specified other motortrucks regulated by the department, the Department of Consumer Affairs, or the United States Secretary of Transportation. Existing law establishes the Office of Emergency Services within the office of the Governor and requires the office to be responsible for the state's emergency and disaster response services for natural, technological, or man-made disasters and emergencies.This bill would require the Office of Emergency Services, on or before January 1, 2028, to develop and post on its internet website an action plan for responding to electric commercial motor vehicle battery fires that covers specified topics, including best practices for reducing wildfire risk and mitigating the risk of battery reignition. The bill would require the office, in developing the action plan, to consult with certain stakeholders, including the Department of the California Highway Patrol, electric truck manufacturers, and labor organizations.	Referred to Com. on E.M.	3/4/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1121

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1136: Intercity rail and commuter rail: special events service plans: fare system integration.	Existing law sets forth 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 require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. By imposing additional duties on regional rail operators, the bill would impose a state-mandated local program.Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year.This bill would require an interagency transfer agreement to require a joint powers board to ensure that service planning is provided for special events, as defined. The bill would require, commencing with the 2027–28 fiscal year, the business plan to include a special events service plan that establishes, among other things, an intercity rail operating schedule for special events and fare system integration between the intercity rail operator and regional rail operators. To the extent that the bill would add to the duties of a joint powers board, 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, 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.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1136
SB1145: California Environmental Quality Act: surplus land disposal requirements: exemption.	Existing law requires a local agency to declare land either “surplus land” or “exempt surplus land,” as supported by written findings, before the local agency may take any action to dispose of it consistent with an agency’s policies or procedures and defines terms for these purposes. Existing law generally requires a local agency, before disposing or negotiating to dispose of surplus land, to provide a written notice of the availability of the surplus land to specified entities and housing sponsors. Under existing law, land declared by an agency of the state or any local agency as “exempt surplus land” is not subject to these requirements.The Planning and Zoning Law requires cities and counties to prepare, adopt, and amend general plans and elements of those general plans, as specified. After the legislative body has adopted all or part of a general plan, the law requires the planning agency to provide by April 1 of each year an annual report to specified entities that includes certain information, including the status of the plan and progress of its implementation.This bill would exempt land that was or will be conveyed by the federal government to a local reuse authority in accordance with a military base closure and realignment, as specified, from these requirements if certain conditions are met. The bill would require a local reuse authority, if it is a city or county, to include specified information relating to the development of residential units on conveyed land as part of their annual report relating to their general plan. Because the bill would impose new duties on a local agency, this bill would impose a state-mandated local program. The bill would also limit the time to bring an action to challenge the application of this exemption to within 90 days after the local reuse authority’s approval of a disposition and development agreement, purchase and sale agreement, or similar agreement regarding the disposition of all or any portion of the land by the local reuse authority and not at the time of each subsequent conveyance or phased conveyance of the land.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 provide that specified environmental review documents satisfy the requirements of CEQA for any project within the portion of the Concord Naval Weapons Station included within the boundaries of the area plan for the Concord Community Reuse Project, as provided, that is consistent with the area plan land use map and has the same land use types and locations for those land use types as adopted in the area plan reviewed in those specified environmental review documents. The bill would further provide that any additional land use types or location of land use types that are not the same as those adopted in the area plan reviewed in the specified environmental documents would be a project subject to subsequent review pursuant to CEQA, and would not be required to conduct redundant analysis to what was adopted in the CRP area plan reviewed in the specified environmental documents, as provided. To the extent the bill imposes new duties on local agencies, the bill would impose a state-mandated local program. The bill would make its provisions severable.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Concord.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.	Referred to Coms. on L. GOV. and NAT. RES.	5/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1145
SB1149: Employees: bereavement leave.	Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual’s exercise of the right to bereavement leave or because of the individual’s giving information or testimony as to their own or another person’s bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified.This bill would include a designated person identified by the employee, as specified, in the definition of “family member” and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.	Enrolled and presented to the Governor at 3 p.m.	8/24/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1149
SB1156: Vehicles: driving under the influence.	Existing law makes it a crime to operate a vehicle while under the influence of alcohol or drugs, and sets forth the penalties for a violation of these provisions. Under existing law, if a person is convicted of a driving under the influence violation and the offense occurs within 10 years of one or more separate driving under the influence violations that resulted in convictions, the offense is subject to escalating fines, suspensions, and other sanctions.This bill would require the Department of Motor Vehicles, upon an appropriation from the Legislature, to provide, as appropriate, a summary of the penalties for specified violations involving alcohol or drugs on specified vehicle registration materials and with each driver’s license, and license renewal, as specified. The bill would require the department’s summary to include, among other things, the financial consequences of driving under the influence (DUI) of alcohol or drugs, and annual updates to DUI-related statutes.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1156

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1167: Vehicles: electric bicycles.	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. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. A violation of the Vehicle Code is a crime.This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. By expanding the application of an existing crime, this bill would impose a state-mandated local program.Existing law defines a motor-driven cycle as any motorcycle with a motor that displaces less than 150 cubic centimeters. This bill would revise the definition of motor-driven cycle to mean any motorcycle propelled by an internal combustion engine that displaces less than 150 cubic centimeters, or by an electric motor that produces 5 gross brake horsepower (3,750 watts) or less, and is designed for highway use, complies with all applicable federal motor safety standards, has a 17-digit vehicle identification number and a safety certification label, and meets all of the equipment requirements of the Vehicle Code.Existing law defines a motorized bicycle or moped as a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower, and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.This bill would delete references to motorized bicycle in the Vehicle Code and replace the term with “moped.” The bill would revise the definition of a moped to mean a two-wheeled or three-wheeled device that has an electric motor or an internal combustion engine that produces less than 4 gross brake horsepower (3,000 watts), is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground, is designed for highway use, complies with all applicable federal motor safety standards, has a 17-digit vehicle identification number and a safety certification label, and meets all of the equipment requirements of the Vehicle Code. The bill would specify that a moped may be equipped with operable pedals for propulsion by human power.Existing law requires every manufacturer of a motorized bicycle or moped to provide a specified disclosure to buyers. This bill would instead require every manufacturer, importer, or seller of a motor-driven cycle, moped, or off-highway electric motorcycle that is powered by an electric motor to provide a specified disclosure to all potential buyers in any advertising, including any online advertising on internet websites or social media. By expanding the application of an existing crime, this bill would impose a state-mandated local program.Existing law requires manufacturers and distributors of electric bicycles to apply a label that is permanently affixed, in a prominent location, to each electric bicycle. Existing law requires the label to contain the classification number, top assisted speed, and motor wattage of the electric bicycle, as specified. For electric bicycles, this bill would additionally require the inclusion of the brand name of the electric bicycle and the manufacturer, importer, or distributor. This bill would require manufacturers and distributors of mopeds and motor-driven cycles to affix a certification label, as specified, on or to the permanent member of the vehicle, as specified. The bill would make it unlawful for a person to sell an electric bicycle, moped, or motor-driven cycle in violation of the labeling and disclosure requirements mentioned above. By expanding the application of an existing crime, this bill would impose a state-mandated local program.This bill would prohibit a person from selling or installing an electric bicycle classification label unless the classification label is sold and installed in a physical retailer or bicycle repair shop. The bill would require a retailer and bicycle repair shop of electric bicycles to verify that the classification label matches the electric bicycle class before installing the classification label on an electric bicycle. By expanding the application of an existing crime, this bill would impose a state-mandated local program.This bill would require any incident report filed by a peace officer for an injury or crash involving an electric bicycle, moped, and motor-driven cycle to include specified information or to indicate that a marking or label was not available. By increasing duties on local law enforcement, this bill would impose a state-mandated local program.Existing law prohibits a person from distributing, selling, or leasing a powered mobility device unless the battery for the powered mobility device has been tested by an accredited testing laboratory for compliance with ANSI/CAN/UL 2272. Existing law requires a charging system advertised, distributed, sold, or leased for use with a particular device, including a powered mobility device, to be certified for use with that device. For these purposes	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1167
SB1174: Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.	Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways. Existing law authorizes the department to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders.This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor or subcontractor with an employee stock ownership plan (ESOP) in which 30% or more is owned by the ESOP when the contractor or subcontractor bids or is part of a bid on a state-funded construction contract, as specified. The bill would make it unlawful for a person, contractor, or subcontractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person, contractor, or subcontractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1174
SB1177: Wage statements: airline cabin crew employees.	Existing law requires an employer, semimonthly or at the time of payment of wages, to furnish an employee an accurate, itemized, written statement containing specified information regarding the amounts earned, hours worked, and the employee’s identity, among other things, subject to certain variations. Existing law provides that an itemized wage statement furnished by an employer pursuant to these provisions is not required to show total hours worked by the employee if, among other things, the employee is exempt from the payment of minimum wage and overtime under specified law.Existing federal law, the Railway Labor Act, regulates labor relations for rail and air carriers and entitles employees to organize and bargain collectively. This bill would provide that an itemized wage statement may, in lieu of total hours worked, show all applicable hourly rates in effect during the pay period and the corresponding number of hours worked at each hourly rate if the employee is a flight deck crewmember or cabin crewmember covered by the federal Railway Labor Act and the employer makes available certain information regarding duty hours in accordance with federal regulations, as specified. The bill would also provide that an itemized wage statement may not be required to show the number of piece-rate units earned and any applicable piece rate for a covered employee under specified circumstances. The bill would prohibit a person, commencing June 11, 2026, from filing a new legal action by or on behalf of a crewmember asserting specified violations of the wage statement requirements.	From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. & E.	6/18/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1177
SB1184: 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.This bill would express the intent of the Legislature to enact subsequent legislation relating to environmental quality.	Referred to Com. on RLS.	2/26/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1184
SB1187: Open meetings.	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. Existing law, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified.This bill would instead delete the above-described requirements on eligible legislative bodies.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.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.This bill would declare that it is to take effect immediately as an urgency statute.	Enrolled and presented to the Governor at 4 p.m.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1187

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1213: Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.	(1)Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission (Energy Commission). The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data specified below.(2)Existing law establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (project) under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles.This bill would require the state board, in order to support the deployment of zero-emission heavy-duty vehicles through the project, to annually reevaluate the cap on the purchase of unredeemed state vouchers issued through the project, as specified. The bill would also require the state board to periodically reevaluate whether or not taxes should be included when determining the maximum share of vehicle cost incentivized through the project.This bill, beginning January 1, 2027, would require a state agency administering any medium- or heavy-duty vehicle incentive program that receives funding from the Greenhouse Gas Reduction Fund, including, but not limited to, the project, and any program that receives funding through the California Clean Fuel Reward through the Low-Carbon Fuel Standard regulations, or through the Clean Transportation Program, to condition the inclusion of any medium- or heavy-duty vehicle model in that program upon certain transparency requirements. The bill would require these transparency requirements to include, among other things, the original equipment manufacturer providing the manufacturer suggested retail price for all zero-emission vehicle models offered for sale in California that may be funded by the above-described incentive programs and receipt by the administering agency of a final itemized purchase order, as provided.This bill would require the state board, in coordination with the Energy Commission, to compile and make publicly available on its internet website in an aggregated format that anonymizes and protects the confidentiality of specified information, the data provided pursuant to these requirements. The bill would also authorize the state board to recover previously dispersed incentive funds that are found to have been dispersed based on data that was knowingly and intentionally misrepresented. The bill would require suspension of a vehicle model's eligibility for the above-described incentive programs for failure to comply with the reporting requirements, following a notice and a reasonable opportunity to cure the failure to comply.(3)Existing law establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance 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.The bill would require the state board, on or before January 1, 2028, and in coordination with the Governor's Office of Business and Economic Development and the California Infrastructure and Economic Development Bank, to explore alternative financing opportunities to encourage the deployment of zero-emission medium- and heavy-duty vehicles and report its findings regarding these alternative financing opportunities to the Legislature. The bill would require this report to include, but not be limited to, incentives with a specific focus on encouraging new entries into the market, spurring market competition, and prioritizing manufacturing within the state, an evaluation of ways to de-risk and scale up the participation of private investors in the market for affordable zero-emission medium- and heavy-duty vehicles, including used vehicles, and an exploration of increasing deployment and decreasing costs by retrofitting internal combustion medium- and heavy-duty vehicles to zero-emission.	Ordered to special consent calendar.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1213
SB1228: Advertising displays: exemptions: arenas and redevelopment agency projects.	The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the advertising display has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided.This bill would, on and after January 1, 2028, similarly exempt from most provisions of the act an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of the arena if, among other conditions, the advertising display has been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would define "premises of an arena" to include a public assembly building owned by the City of Los Angeles, as specified. The bill would require, before one of these advertising displays may be placed, a determination from the department or the Federal Highway Administration that the display will not cause a reduction in federal aid funds or otherwise be inconsistent with federal law, federal regulations, or an agreement between the state and a federal agency or department, as specified.This bill would limit both of these exemptions to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to either of these exemptions to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified. The bill would prohibit an arena from having more than a total of 2 advertising displays pursuant to these exemptions. Except for advertising displays authorized by the existing exemption, the bill would require certain advertising displays placed pursuant to the new exemption for one arena to be located at least 5,000 feet from an advertising display authorized pursuant to an exemption for another arena.The act also regulates placement of advertising displays adjacent to and within specified distances of highways that are part of the national system of interstate and defense highways and federal aid highways. The act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose.This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, from a city's, county's, or city and county's land use or zoning ordinance, and from a local governmental entity's relocation agreement, as those are described above. The bill would require an advertising display subject to this exemption to remain in substantially the same location and configuration as it existed on December 31, 2025, and would prohibit the advertising display from being expanded, relocated, increased in height or display area, or modified to add additional display faces beyond those existing on December 31, 2025.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Los Angeles.This bill would incorporate additional changes to Section 5272 of the Business and Professions Code proposed by AB 2717 to be operative only if this bill and AB 2717 are enacted and this bill is enacted last.	Unanimous consent granted to take up without reference to file.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1228

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1241: Skilled and trained workforce requirements.	Existing law establishes requirements with respect to public contracts 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, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements.This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would, in addition to the specified notice in bid documents, require a public entity to post, or require a prime contractor to post, a job site notice specifying that the project is subject to the skilled and trained workforce requirement. The bill would also extend the same posting and notice requirement to private developers.The bill would impose a penalty of no more than $10,000 per month on a private developer who failed to comply with the above-described posting or notice requirement, following an investigation by the Labor Commissioner or its designee. The bill would authorize the Labor Commissioner to reduce or waive the penalty under specified circumstances. The bill would further require the Labor Commissioner or its designee to issue a civil wage and penalty assessment to the developer, as specified, for a violation of the posting and notice requirement, and would authorize a request for review of the assessment under certain statutory processes. The bill would make a willful violation of the posting or notice requirement by a developer, its agent, or representative, to be a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program.Existing law requires a contractor or bidder, among others, to submit a monthly report to the public entity while the project or contract is being performed demonstrating compliance with skilled and trained workforce requirements, as specified. Existing law authorizes the Labor Commissioner to assess specified civil penalties against a contractor or subcontractor for a violation of the skilled and workforce requirements, and authorizes reduction or waiver of a penalty for specified conditions. Among these conditions is whether a contractor or subcontractor submitted and followed a plan to achieve substantial compliance with the skilled and trained workforce requirements.This bill would prohibit the Labor Commissioner from waiving penalties for an incomplete or absent monthly compliance report and a material misrepresentation. The bill would impose the highest penalty for violations of skilled and trained workforce requirements committed after a noncompliance notice, as specified. The bill would expand the conditions that the Labor Commissioner should consider when setting a monetary penalty for failure to use a skilled and trained workforce, including, for the first violation in the prior 3 years, whether a contractor or subcontractor submitted and followed a substantial compliance plan to remedy noncompliance. The bill would define various terms for these purposes, including “substantial compliance plan” and “material misrepresentation.”This bill would require the Labor Commissioner to accept complaints from a labor-management committee, as provided, alleging a skilled and trained workforce violation by a contractor or subcontractor. The bill would make various technical and conforming changes.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.	Ordered to inactive file.	6/8/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1241
SB1242: 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 specified individuals to file a petition to commence the CARE process, including, but not limited to, a spouse, parent, sibling, child, grandparent, or an individual who stands in loco parentis to the respondent. Existing law requires the court to issue an order relieving the original petitioner if the petitioner is someone other than the director of a county behavioral health agency or their designee and appoint the director or their designee as the successor petitioner. Existing law requires the original petitioner to have specified rights to notice of proceedings if the petitioner is a parent or specified family member or the person with whom the respondent resides. Existing law authorizes the court to allow the original petitioner to participate in the respondent’s CARE proceedings to the extent the respondent consents.This bill would authorize the original petitioner to provide specified information regarding the respondent, including the respondent’s condition, treatment history, and housing status. The bill would require the CARE team to review specified parts of the provided information, including that relevant to the respondent’s care and treatment, and would authorize the court to consider that information in evaluating the respondent’s progress and compliance, among other things. The bill would specify that the respondent’s consent is not required to receive this information from the original petitioner and that submission of this information does not confer party status on the original petitioner or create a right to direct treatment decisions, obtain discovery, access confidential records, receive protected health information, attend confidential proceedings, or otherwise participate in the proceedings without the respondent’s consent, except as expressly provided by law.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1242

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1246: Autonomous vehicles.	(1)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 (department), 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.Existing law requires manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle, except as provided, to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials and to equip each autonomous vehicle with a 2-way voice communication device that enables emergency response officials who are near the vehicle to communicate effectively with a remote human operator, as specified. Under existing law, an “emergency response official” includes, but is not limited to, emergency dispatchers, peace officers, as specified, and first responders.This bill would require manufacturers of autonomous vehicles to maintain communications capacity sufficient to support the maximum number of concurrent remote assistance or teleoperations sessions, as specified. The bill would require remote drivers to be located within the United States and hold a driver’s license that is valid for operation in California, is of the appropriate class, and includes any required endorsements. The bill would require an autonomous vehicle manufacturer to ensure, through its staffing and assignments, that local incident technicians are immediately dispatched upon notification, electronically or otherwise, of a crash or other incident or upon receiving a request from an emergency response official or 911 dispatch center. The bill would, in the event of a fleetwide emergency or system failure that may create a traffic hazard or impeded emergency response, require an autonomous vehicle manufacturer to immediately notify affected local jurisdictions, including emergency dispatch, of the location and status of their fleet and deploy local incident technicians, where appropriate, whenever affected vehicles cannot be remotely recovered. The bill would require the department, on or before July 1, 2028, to adopt guidelines establishing reasonable response times for local incident technicians to be present at the scene upon the request of an emergency response official or 911 dispatch center. The bill would expand the definition of “emergency response official” for these purposes to also include traffic control, traffic enforcement, and parking enforcement personnel from a public agency in an applicable jurisdiction.The bill would require autonomous vehicle manufacturers, for an autonomous vehicle that operates as a commercial vehicle and that is not equipped with manual controls for completing the dynamic driving task, to ensure that remote assistants or remote drivers have the ability to place the autonomous vehicle in neutral to allow an emergency response official to move the vehicle, cause the autonomous vehicle to move as directed by an emergency response official, or turn off the vehicle and have it remain stationary until otherwise directed by an emergency response official.The bill would require autonomous vehicle manufacturers to maintain data on response times of local incident technicians and responses to fleetwide emergencies or system failures, emergency events, immobilizations, obstructions, crashes, and requests from emergency response officials. The bill would require autonomous vehicle manufacturers to provide this data to the department quarterly and would require the department to publish summary statistics on its internet website, as specified. The bill would authorize the department to share records with the Public Utilities Commission to support regulatory oversight of autonomous vehicle passenger service operations.The bill would specify that a violation of the above provisions is not a crime. The bill would authorize a city attorney or county counsel to bring a civil action on behalf of a city, county, or city and county to enforce specified violations of the above provisions. The bill would authorize a court to impose specified civil penalties payable to the jurisdiction bringing the action, as specified.(2)Existing law establishes the Commission on Peace Officer Standards and Training (POST) within the Department of Justice and requires the commission to develop guidelines and implement courses of instruction regarding specified topics, including, among others, racial profiling, handling domestic violence, and human trafficking.This bill would require POST to develop uniform guidelines and requirements for, and to provide approval of, the training and written guidance required to be provided by autonomous vehicle manufacturers. The bill would authorize POST to impose fees sufficient to cover	Assembly amendments concurred in. (Ayes 28. Noes 7.) Ordered to engrossing and enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1246
SB1250: State highway system: wildlife connectivity.	Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program (SHOPP).This bill would require the department, in connection with each revision of the asset management plan, to prepare and publish a supplemental list of wildlife connectivity improvements on the state highway system, as specified, and would require the department to submit the supplemental list to the commission for review and comments before the final list is published.Existing law declares the intent of the Legislature that Caltrans review the full extent of the state highway system, as currently maintained, in consultation with the Department of Fish and Wildlife and with opportunities for the public to provide data input for consideration, to develop a comprehensive approach to address wildlife connectivity needs throughout the state with the goal of implementing measures that protect, conserve, and improve the state’s unique wildlife, landscapes, and natural resources.This bill would explicitly require Caltrans to undertake this duty, in consultation with the Department of Fish and Wildlife and with opportunities for the public to provide data and input for consideration, as specified.Existing law requires Caltrans, in consultation with the Department of Fish and Wildlife and other appropriate agencies, to establish an inventory of connectivity needs on the state highway system where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity, and to update the inventory on a biennial basis, as specified.This bill would instead require Caltrans, in consultation with the Department of Fish and Wildlife and other appropriate agencies, to assess potential barriers to wildlife to establish an inventory of connectivity needs on the state highway system where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity. The bill would require the biennial update to the inventory to be based on an analysis of transportation assets within priority route segments identified by the Department of Fish and Wildlife. The bill would require Caltrans to consult with the Department of Fish and Wildlife on the development of each update to the inventory, as prescribed.Existing law requires Caltrans to prepare a State Highway System Management Plan (SHSMP), which includes a 10-year rehabilitation plan for the rehabilitation or reconstruction by the SHOPP of all state highways and bridges, and a 5-year maintenance plan that addresses the maintenance needs of the state highway system, as provided. Existing law requires the SHSMP to include specific quantifiable accomplishments, goals, objectives, costs, and performance measures consistent with the asset management plan described above. Existing law requires the SHSMP to be updated every 2 years.This bill would require Caltrans to include wildlife connectivity as an objective in the SHSMP.	Enrolled and presented to the Governor at 6 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1250
SB1256: Subdivision Map Act: action or proceeding.	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 that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes.Existing law, 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 thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified.This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims or issues to claims or issues raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA. The bill would provide that its provisions do not prohibit or abrogate specified actions, including the filing of timely objections to an agency’s return to a writ seeking to enforce its specific mandates or timely filing of a separate action relating to the same project, as specified. The bill would repeal these provisions on January 1, 2032.	Read third time. Passed. Ordered to the Senate.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1256

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

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1258: Hazardous waste: site remediation: residential suitability guidelines.	Existing law authorizes, when a release of waste occurs and remedial action is required, a responsible party, as defined, to request a local officer to supervise the remedial action if the site is not already overseen by the Department of Toxic Substances Control or a regional water quality control board. Existing law authorizes the department or a regional water quality control board to retain or assume oversight authority from a local officer, as specified.This bill would require the State Water Resources Control Board, working jointly with the department and in consultation with the Office of Land Use and Climate Innovation, to develop guidelines for developers and for agencies overseeing development-specific site remediations and making determinations of site suitability, as provided. The bill would require the board, in conjunction with the department, to develop thresholds of significance for contaminants from different sources and for different future uses, as provided. The bill would specify that sites with contamination above those thresholds shall be deemed not suitable for residential use.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1258
SB1260: 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.	Referred to Com. on RLS.	3/4/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1260
SB1265: California Alternative Energy and Advanced Transportation Financing Authority: GoGreen Program.	Under existing law, the purpose of the California Alternative Energy and Advanced Transportation Financing Authority Act is to advance the state's goals of reducing the levels of greenhouse gas emissions, increasing the deployment of sustainable and renewable energy sources, implementing measures that increase the efficiency of the use of energy, creating high quality employment opportunities, and lessening the state's dependence on fossil fuels and to that end to provide an alternative method of financing in providing and promoting the establishment of facilities utilizing alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies. Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority to carry out that purpose. Existing Public Utilities Commission decisions established the California Hub for Energy Efficiency Financing program, administered by the authority and funded through charges collected by specified electrical corporations and gas corporations from their ratepayers.This bill would require the authority to administer the GoGreen Program, previously known as the California Hub for Energy Efficiency Financing program, and would authorize the authority to use moneys collected from the ratepayers of electrical and gas corporations, as directed by the commission, and other available funding sources, consistent with the program's purposes. The bill would require the program to provide financing assistance to participating lenders to support residents in financing eligible energy efficiency and decarbonization measures at costs that are competitive with or below market rates. The bill would authorize the authority to receive, administer, and deploy additional moneys from federal, state, local, or private sources to support and expand the GoGreen Program, if those moneys are used in a manner consistent with the program's goals and the parameters of the funding source. The bill would create the GoGreen Program Fund in the State Treasury and would make all moneys in the fund available, upon appropriation by the Legislature, to the authority for expenditure, as provided.	June 24 set for second hearing canceled at the request of author.	6/24/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1265
SB1266: Crimes: theft.	Existing law, the Safe Neighborhoods and Schools Act, enacted by Proposition 47, as approved by the voters at the November 4, 2014, statewide general election, requires the theft of property that does not exceed $950 to be punished as a misdemeanor, except as specified. Proposition 47 authorizes amendment of its provisions by a 23 vote of the Members of each house of the Legislature so long as the amendments are consistent with and further the intent of the act.Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than $950.This bill would amend Proposition 47 to require, for the purposes of this provision, value to be calculated as the cost to the victim to repair and replace the stolen materials, including equipment that was damaged or destroyed by the stealing, taking, or carrying away, as specified. Because this bill would expand the scope of a crime, 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.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1266
SB1279: Speed safety systems.	Existing law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a program for speed enforcement that utilizes speed safety systems if the systems meet specified requirements, including limits on the number of speed safety systems operated by a participating city or city and county at any time based on population. Existing law requires the speed safety system, to the extent feasible, to be angled and focused so as to only capture photographs of speeding violations and prohibits the speed safety system from capturing identifying images of other drivers, vehicles, or pedestrians. Existing law prohibits speed safety systems in a participating city or city and county from being operated on any California state route, including all freeways and expressways, United States highways, interstate highways, or any public road in unincorporated areas of any county where the Commissioner of the California Highway Patrol has full responsibility and primary jurisdiction for the administration and enforcement of the laws, and for the investigation of traffic accidents.This bill would require speed safety systems to blur any images that are unavoidably captured of other drivers, vehicles, or pedestrians who are not the subject of a notice of violation, and would require speed safety systems to blur these images, only to the extent feasible, for cameras that were installed before January 1, 2027. The bill would authorize, until January 1, 2032, the City of Long Beach to have 2 additional speed safety systems on the Pacific Coast Highway.This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Long Beach.	Enrolled and presented to the Governor at 6 p.m.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1279
SB1282: Transportation electrification: grid-integrated vehicle technologies: standards.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations.This bill would require the Energy Commission, on or before December 31, 2028, to conduct and publish on its internet website an assessment of, among other things, the electrical grid energy supply, reliability, and cost implications associated with the state's transition to 100% renewable and zero-carbon energy sources and the target level of grid-integrated vehicle technology vehicle use and grid-integrated charging technology-enabled vehicle use necessary to address those needs, as provided. The bill would require the Energy Commission, on or before December 31, 2029, to adopt and implement standards, in consultation with the State Air Resources Board, the PUC, and other relevant local and state agencies, for grid-integrated vehicle technology and associated grid-integrated charging technology of new vehicles, as provided. The bill would require that these standards establish requirements for on-road vehicles of any weight class sold within the state to incorporate grid-integrated vehicle technology and grid-integrated charging technology to achieve those targets, except as specified, and include specified provisions relating to, among other things, classes and types of grid-integrated vehicle technologies that can satisfy those requirements and alternative compliance mechanisms, as provided. The bill would exempt specified types of vehicles from these requirements adopted by the Energy Commission, including, among others, authorized emergency vehicles, as provided. The bill would require the Energy Commission, if it adopts requirements that would require the inclusion of grid-integrated charging technology or grid-integrated vehicle technology on a specific vehicle model or type within a weight class, to adopt a process for a manufacturer to apply for a waiver from that requirement if implementation is not feasible for the vehicle model.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1282

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1292: Enhanced curb management system.	Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028.This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. The bill would require the public ordinance or resolution to include an Enhanced Curb Management Use Policy (policy) that sets forth the specific purpose of the system, among other things. The bill would require the policy to be made available for public review, as specified.This bill would require the system to record images of the vehicle and license plate at the time of the violation, and requires, before mailing a notice of parking violation, that the image data be reviewed and approved by a peace officer or person authorized to enforce parking laws. The bill would require the notice of violation to be mailed to the registered owner of the vehicle within 15 calendar days, as specified. The bill would require the image data collected by the system and any identifying information to be confidential, and would require the image data to only be used for the purpose of processing parking violations and charging vehicles a fee for access.This bill would require a participating city to observe a public information campaign for at least 60 days before issuing citations, as specified. The bill would require a participating city to submit a report to its governing body and the transportation committees of the Legislature, as specified. The bill would require the governing body of the participating city to approve an Enhanced Curb Management Impact Report (report) after implementing a system and would require the report to include specified information, including, among other things, the locations where the system was deployed and data for these locations.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.	June 29 set for second hearing canceled at the request of author.	6/29/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1292
SB13: Oil and gas.	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.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.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).This bill would require the state board to annually produce an assessment of the greenhouse gas emissions associated with the transportation of oil in California, as specified, and to include that assessment on the state board's internet website. The bill would also require the Energy Commission to annually provide data collected pursuant to the Petroleum Industry Information Reporting Act of 1980 to the state board for the purposes of the assessment. The bill would require the data to comply with specified existing confidentiality requirements. The bill would prohibit the commission from using any funds from electric ratepayers to implement these requirements, as provided. The bill would also require the state board to post on its internet website a report on the air quality impact of potentially importing 5% to 10% of the state's gasoline supply using tanker ships.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB13
SB1300: Natural Resources Agency: Secretariat for International Climate Coordination and Cooperation.	Existing law establishes the Natural Resources Agency, composed of departments, boards, conservancies, and commissions responsible for the restoration, protection, and management of the state's natural and cultural resources.This bill would authorize the Secretary of the Natural Resources Agency to appoint an individual or to identify one or more University of California centers to oversee and administer a Secretariat for International Climate Coordination and Cooperation to assist the legislative and executive branches' engagement in international climate policy, as specified.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1300
SB1315: Advanced driver assistance systems.	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. For these purposes, existing law defines "autonomous vehicle."This bill would require the manufacturer of an advanced driver assistance system, or an automobile equipped with an advanced driver assistance system, to ensure a driver is able to disable or disengage either an advanced driver assistance system or autonomous technology as a condition of operating the vehicle under a condition in which manual operation was previously available. The bill would define "advanced driver assistance system" for these purposes. The bill would authorize the Attorney General, a district attorney, or a city attorney to bring a civil action to enforce those prohibitions and would authorize a civil penalty not to exceed $25,000 per violation, as specified. The bill would specify that a violation of those prohibitions is not an unlawful business practice. The bill would also make technical and conforming changes.Existing law requires the department, upon application for an original driver's license, to require an examination of the applicant. Existing law requires the examination to test, among other things, the applicant's knowledge and understanding of the provisions of the Vehicle Code governing the operation of vehicles upon the highways, an actual demonstration of the applicant's ability to exercise ordinary and reasonable control in operating a motor vehicle by driving it under the supervision of an examining officer, and a test of the applicant's hearing and eyesight, as specified.This bill would require the department, at the next regularly scheduled revision of the driver's license examination or demonstration of an applicant's ability to drive, to consider adding one or more questions that pertain to levels of advanced driver assistance systems.	Ordered to inactive file on request of Assembly Member Aguiar-Curry.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1315

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

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1324: Passenger and freight rail: LOSSAN Rail Corridor: working group report.	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor.This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. By extending the duties of representatives of local agencies, 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, 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.	Chaptered by Secretary of State. Chapter 158, Statutes of 2026.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1324
SB1337: State Energy Resources Conservation and Development Commission: air districts and local governments: transportation fuels refining facilities: memoranda of understanding.	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 to the Legislature that, among other things, identifies methods to ensure a reliable supply of affordable and safe transportation fuels in California and evaluates the price of transportation fuels, including branded and unbranded retail prices, alternate formulations of gasoline with lower carbon impact, and other products suitable for production from refineries in California, as provided.Existing law establishes the Division of Petroleum Market Oversight within the commission to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request.This bill would require the commission, on or before January 31, 2029, to seek to enter into memoranda of understanding with relevant air districts and local governments with transportation fuels refining facilities within their jurisdictions, as identified by the commission, to enable the further coordination that is needed to support management of the transportation fuels sector and to ensure the transportation fuels sector is successfully managed and maintains environmental, public health, labor, economic, and consumer protections.	In Senate. Concurrence in Assembly amendments pending.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1337
SB1361: Transit-oriented housing developments: local governments: transit agencies and projects.	Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified.This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.	Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.	8/30/2026	Support	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1361
SB1375: California Environmental Quality Act: exemption: urban intermodal rail station project.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. Because a lead agency would be required to determine the applicability of this exemption, 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.	Enrolled and presented to the Governor at 3 p.m.	8/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1375
SB1383: Housing development: density bonus: incentives or concessions: labor standards.	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, waivers or reductions of development standards, parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing, including, among other types of housing, housing that will include specified percentages of units for rental or sale to lower income households or very low income households, as specified. Existing law requires a city or county to grant incentives or concessions requested by an applicant for a density bonus except under prescribed circumstances. Existing law defines "incentives or concessions" to include, among other things, a reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards, as specified, and regulatory incentives or concessions proposed by the developer or the city or county that result in identifiable and actual cost reductions to provide for affordable housing costs, as specified.This bill would exclude, for buildings over 85 feet in height above grade, a reduction in site development standards, a modification of zoning code or architectural design requirements, and other regulatory incentives or concessions that include or relate to a labor standard, as defined, that have been adopted by the local government entity from the definition of "incentives or concessions." The bill would provide that, for purposes of these provisions, the applicable labor standards are those that do not exceed certain statutory requirements, as specified, as those requirements existed on December 31, 2025.This bill would incorporate additional changes to Section 65915 of the Government Code proposed by AB 2433, AB 2480, or both, to be operative only if this bill and AB 2433, AB 2480, or both, are enacted and this bill is enacted last.	Read third time. Passed. Ordered to the Senate.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1383
SB1388: Affordable Housing Risk Reduction Program.	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 assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects, as provided.This bill would establish the Affordable Housing Risk Reduction Program, administered by the department, to provide technical assistance and supportive resources to affordable housing providers to help them mitigate risk in their portfolio and secure more affordable insurance options. The bill would require the department to develop technical assistance to support affordable housing providers, and would authorize the department and third-party consultants to provide both individual technical assistance to affordable housing providers and develop technical assistance tools that can be made broadly accessible to those providers.	Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1388

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB1411: Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for certain purposes, including for additional activities, not to cumulatively exceed $500,000,000, that maximize the efficiency of delivering the project, as specified.This bill would revise and recast that authorization to instead authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the completion of the Merced to Bakersfield segment, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1411
SB1413: State vehicle fleet: zero-emission vehicles.	Existing law requires the Department of General Services, beginning no later than the 2024–25 fiscal year, to ensure at least 50% of the light-duty vehicles purchased for the state vehicle fleet each fiscal year are zero-emission vehicles, except as provided.This bill would make nonsubstantive changes to that requirement.	Referred to Com. on RLS.	3/4/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1413
SB1425: High-Speed Rail Authority: property: operating right-of-way.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified.This bill would establish a permit program, administered by the authority, for encroachments on the authority’s operating right-of-way. The bill would make any person who installs or performs an encroachment within the authority’s operating right-of-way, without a permit, guilty of a misdemeanor, except as provided. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority’s operating right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority’s operating right-of-way, as specified. The bill would authorize the authority or the Attorney General to recover these civil penalties. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund, except for the award of any reasonable attorney’s fees and costs provided to the recovering agency to recoup the cost of litigation, as provided. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the fee revenues collected under the permit program available to the authority to administer the program.By creating new crimes, 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.	Enrolled and presented to the Governor at 6 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1425
SB149: Public resources trailer bill.	(1)Existing law, until January 1, 2030, generally prohibits a person from possessing, importing, shipping, or transporting in the state, or from placing, planting, or causing to be placed or planted in any water within the state, dreissenid mussels, and authorizes the Director of Fish and Wildlife or the director’s designee to engage in various enforcement activities with regard to dreissenid mussels. Existing law requires any person, or federal, state, or local agency, district, or authority that owns or manages a reservoir, as defined, where recreational, boating, or fishing activities are permitted, except as specified, to develop and implement a program designed to prevent the introduction of nonnative dreissenid mussel species, as provided. Under existing law, except as otherwise provided, any violation of the Fish and Game Code, or of any rule, regulation, or order made or adopted under the code, is a crime.This bill would expand the scope of the above-described provisions relating to dreissenid mussels to instead apply to invasive mussels, defined to mean any nonnative detrimental mussel species, as provided. By expanding the scope of a crime, the bill would impose a state-mandated local program.Existing law requires a public or private agency that operates a water supply system to cooperate with the Department of Fish and Wildlife to implement measures to avoid infestation by dreissenid mussels and to control or eradicate any infestation that may occur in a water supply system, and, if dreissenid mussels are detected, to prepare and implement a plan, as specified, to control or eradicate dreissenid mussels within the system. Existing law requires any person or entity that manages any aspect of the water in a reservoir, as defined, where recreational, boating, or fishing activities are permitted, to be eligible to receive a grant for the reasonable regulatory costs incident to the implementation of a dreissenid mussel infestation prevention plan.This bill would instead apply the above-described provisions to invasive mussels, as defined. The bill would require the department to, on or before December 31, 2026, review all approved plans and require all plans that do not specifically address all invasive mussel species known to be present in bodies of water in the state as of January 1, 2026, to be updated or revised, as provided. The bill would require every invasive mussel species to be addressed in a plan within a specified timeframe. By expanding the scope of a crime, the bill would impose a state-mandated local program. The bill would require the department to either approve the plan or provide written comments and suggestions on plan review deficiencies, as provided.Existing law requires the owner of a vessel, as described, to register the vessel in accordance with prescribed requirements governing the registration and transfer of vessels. Existing law requires vessel registration to be renewed every 2-year period, as specified. Existing law establishes a registration fee and a renewal fee for vessels, and imposes an additional fee, known as the quagga and zebra mussel infestation prevention fee, in specified amounts, as determined by the Division of Boating and Waterways in the Department of Parks and Recreation, on a vessel required to pay the registration fee or renewal fee. Existing state regulations require the quagga and zebra mussel infestation prevention fee to be payable in specific instances of vessel registration or renewal. Existing law requires that all revenues collected from the quagga and zebra mussel prevention fee be deposited into the Harbors and Watercraft Revolving Fund created in the State Treasury, and, upon appropriation by the Legislature, expended for specified purposes.This bill would instead apply the above-described provisions to invasive mussels, as defined, including renaming the quagga and zebra mussel infestation prevention fee as the invasive mussel infestation prevention fee. The bill would, for invasive mussel infestation prevention fees due in the 2026 calendar year, and each year thereafter, increase the fee in specified amounts, and would require the amounts to be adjusted for inflation, as provided.Existing law authorizes a vessel operator to be issued a citation for operating a recreational vessel in nonmarine waters without a valid state-issued quagga and zebra mussel infestation prevention sticker.This bill would instead rename the quagga and zebra mussel infestation prevention sticker the invasive mussel infestation prevention sticker and would require the department to issue the sticker upon payment of the invasive mussel infestation prevention fee.(2)Existing law, the Farmer Equity Act of 2017, requires the Department of Food and Agriculture to ensure the inclusion of socially disadvantaged farmers and ranchers, as defined, in the development, adoption, implementation, and enforcement of food and agriculture laws, regulations, and policies and programs, as specified.This bill would require the department, in consultation with certain entities, to establish the Regional Farmer Equipment and Cooperative Resources Assistance Pilot Program as part of the Farmer Equity Act of 2017 to provide financial and technical assistance to support regional farm equipment sharing and enhance cooperative benefits for socially disadvantaged farmers and ranchers, with preference to be provided under the program in accordance with specified	Re-referred to Com. on BUDGET pursuant to Assembly Rule 97.	9/12/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB149

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB16: Mental health: involuntary commitment.	Existing law, the Lanterman-Petris-Short Act, provides for the involuntary detention and treatment of persons with specified mental health disorders. Under the act, when a person, as a result of a mental health disorder, is a danger to others, or to themselves, or gravely disabled, the person may, upon probable cause, be taken into custody and placed in a facility designated by the county and approved by the State Department of Health Care Services for up to 72 hours for evaluation and treatment. Existing law authorizes a county behavioral health director to develop procedures for the county's designation and training of professionals who will be designated to perform the above-described provisions.This bill would instead require a county behavioral health director to establish and implement procedures governing the county's designation and training of professionals who will be designated to perform the above-described provisions. By imposing additional duties on county behavioral health directors, the bill would create a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Unanimous consent granted to take up without reference to file.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB16
SB2: Low-carbon fuel standard: regulations.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations.This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified.This bill would declare that it is to take effect immediately as an urgency statute.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB2
SB220: 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 consisting of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. At the November 5, 2024, general election, the voters of the County of Los Angeles approved Measure G, which, among other things, amended the charter of the County of Los Angeles to, in 2032, increase the number of members on the board of supervisors from 5 to 9.The bill would require the authority, on or before July 1, 2027, to submit a plan to the Legislature for revising the composition of the authority to account for the amendments described above. To the extent the bill imposes new duties on the authority, the bill would impose a state-mandated local program.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.	Returned to Secretary of Senate pursuant to Joint Rule 62(a).	2/2/2026	Oppose	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB220
SB222: Residential heat pump water heater or heat pump HVAC systems.	(1)Existing law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Existing law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air-conditioning and heat pumps, as specified. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan.This bill would establish various requirements and authorizations for the installation of a residential heat pump water heater or heat pump HVAC system, as defined, by, among other things, requiring a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would additionally require a city, county, or city and county, except as specified, to post specific information online, and on or before July 1, 2028, to implement an online automated permitting process for the installation of a residential heat pump water heater or heat pump HVAC system that issues permits in real time to a licensed contractor that meets certain criteria. The bill would require the criteria to include, among others, that the licensed contractor certify under penalty of perjury that they have performed a load calculation to properly size the new equipment, as specified. By expanding the crime of perjury, the bill would impose a state-mandated local program. By imposing these various new duties on the described local entities, the bill would impose a state-mandated local program.The bill would authorize a city, county, or city and county, except as specified, to require up to one nondiscretionary permit per installation of a residential heat pump water heater or heat pump HVAC system in which the local entity administratively approves an application to install the residential heat pump water heater or heat pump HVAC system.The bill would additionally authorize a city, county, or city and county to apply only certain planning or zoning or workforce labor standards on the installation of a residential heat pump water heater or heat pump HVAC system that are in addition to any state-level requirements. The bill would prohibit a local entity described above from requiring a permit or inspection for plug-in ready window air-conditioner or window heat pump HVAC systems, provided that certain requirements are met, including that the appliance has a voltage rating of 120 volts or less and the appliance is a self-contained unit. The bill would limit the amount a city, county, or city and county may charge as a permit fee for a residential heat pump water heater or heat pump HVAC system, as specified.The bill would require a local entity described above that applies to receive any funding from the commission to self-certify to the commission its compliance with any applicable portions of the bill's provisions.The above provisions would not apply to new residential construction.The bill would include findings and declarations related to these provisions.(2)Existing law, the Davis-Stirling Common Interest Development Act, defines and regulates common interest developments. Among other things, the act makes a provision of the governing document or architectural or landscaping guidelines or policies void and unenforceable if, among other things, the provision prohibits, or includes conditions that have the effect of prohibiting, the use of low water-using plants as a group or as a replacement of existing turf.This bill would additionally make any provision of the governing documents, architectural guidelines, or policies void and unenforceable if the provision prevents the replacement of a fuel-gas-burning appliance with an electric appliance. The bill would also make any covenant, restriction, or condition contained in any, among other specified agreements, deed, and any provision of a governing document, that effectively prohibits or restricts the installation or use of a residential heat pump water heater or heat pump HVAC system, void and unenforceable. The bill would prohibit an association, among other things, from prohibiting or restricting a member from installing, upgrading, replacing, or using a residential heat pump water heater or heat pump HVAC system in the member's separate interest, except as specified.(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.(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, with regard to certain mandates, no reimbursement is required by this act for a specified reason.With regard to any other mandates, this bill would provide that, if the Commission on State	Enrolled and presented to the Governor at 6 p.m.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB222

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB232: California Environmental Quality Act: guidelines: study.	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 future project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define “locked-in guidelines” as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB232
SB238: Workplace surveillance tools.	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 require a business, as defined, to annually provide a notice to the department of all the workplace surveillance tools the employer is using in the workplace. The bill would require the notice to include, among other information, a list of the workplace surveillance tools being used that surveil employees and the categories of information being collected on employees by the workplace surveillance. The bill would also require a business to send the notice to employees and any union that represents employees of the business. The bill would make a business that violates these provisions subject to a civil penalty of $500 per violation.This bill would require the department to submit a report to the Legislature by January 1, 2029, compiling the above-described notices provided by businesses. The bill would require that the report include, among other requirements, a breakdown of notices by industry type.	July 1 set for second hearing canceled at the request of author.	7/1/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB238
SB239: Crimes: criminal threats.	Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified.This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of an elections official of a city, county, city and county, or public district, or an elected local agency official, as specified.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB239
SB240: San Diego Association of Governments: board of directors: County of San Diego.	The San Diego Regional Transportation Consolidation Act establishes a 21-member board of directors to govern the San Diego Association of Governments (SANDAG). The act requires 2 supervisors from the San Diego County Board of Supervisors to serve on the SANDAG board of directors. The act refers to these directors as primary and secondary representatives. The act requires one of these directors to be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area.This bill would replace the secondary representative from the San Diego County Board of Supervisors on the SANDAG board of directors with a resident of an unincorporated area of the County of San Diego that is selected by, and subject to recall by, a majority of the community planning groups in the County of San Diego. The bill would provide for an alternative to serve on the SANDAG board of directors if the secondary representative is not available. The bill would eliminate the requirement that one of the San Diego County Board of Supervisors on the SANDAG board of directors be from a district that is substantially an incorporated area and the other to be from a district that is substantially an unincorporated area. To the extent the bill would impose additional duties on local agencies, the bill would impose a state-mandated local program.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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB240
SB247: State agency contracts: bid preference: equity metrics.	Existing law establishes bid preferences and participation goals in public contracting for certain types of bidders. The Small Business Procurement and Contract Act establishes a minimum goal of 25% procurement participation for small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. The Small Business Procurement and Contract Act requires that state agencies awarding contracts for goods, information technology, services, and construction give 5% bid preferences, as specified, to small business and microbusiness bidders. The California Disabled Veteran Business Enterprise Program requires state departments that award contracts to establish 3% participation goals for certain types of contracts for certified disabled veteran business enterprises, as defined. This bill would require an awarding department, defined to include a state agency or department, to provide a bid preference of a prescribed percentage, as specified, in the award of contracts to contractors that set equity metrics. The bill would prohibit awarding a preference to a noncompliant bidder and would also prohibit the preference from being used to achieve any applicable minimum requirements. The bill would require the Department of General Services to adopt rules and regulations for the purpose of implementing these provisions.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB247
SB252: California Environmental Quality Act: exemption: undergrounding powerlines.	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.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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB252

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB256: Electricity: electrical infrastructure: wildfire mitigation.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires electrical corporations, electrical cooperatives, and local publicly owned electric utilities to construct, maintain, and operate their electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire, as specified. Existing law requires electrical corporations to annually prepare and submit wildfire mitigation plans to the Office of Energy Infrastructure Safety for review and approval. Existing law also requires local publicly owned electric utilities and electrical cooperatives to annually prepare wildfire mitigation plans and submit the plans to the California Wildfire Safety Advisory Board, as specified. Existing law requires that each wildfire mitigation plan include, among other things, a description of the preventive strategies and programs to minimize the risk of its electrical lines and equipment causing catastrophic wildfires, and a description of the appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines, as provided.This bill would require the commission, on or before January 1, 2027, to update a general order to require each electrical corporation to remove all permanently abandoned facilities, as specified. The bill would require an electrical corporation, for areas affected by wildfire that require electrical distribution infrastructure to be rebuilt, to consider the undergrounding of electrical distribution infrastructure if it is determined to be cost effective compared to other wildfire mitigation strategies.This bill would require an electrical corporation, for the description in the wildfire mitigation plan of the preventative strategies and programs to minimize the risk of its electrical lines and equipment causing catastrophic wildfires, to include consideration of risks related to the wildland-urban interface. The bill would require an electrical corporation, for the description in the wildfire mitigation plan of the electrical corporation's appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines, to include consideration of enabling residents within a household who are not the customer of record to subscribe to receive notifications related to deenergization events and of communications with public safety partners, as provided. The bill would require that an electrical corporation's wildfire mitigation plan also include a description of the processes and procedures that the electrical corporation use to coordinate communications with local governments within the service area of the electric corporation, and include an accounting of all transmission facilities, including permanently abandoned facilities, and include a plan for how and when each permanently abandoned facility will be removed and the wildfire mitigation measures that are being implemented to prevent hazards, as provided.This bill would require local publicly owned electric utilities and electrical cooperatives, for the description in the wildfire mitigation plan of the preventative strategies and programs to minimize the risk of its electrical lines and equipment causing catastrophic wildfires, to include consideration of risks related to the wildland-urban interface. The bill would require a local publicly owned electric utility or electrical cooperative's wildfire mitigation plan to include a description of the processes and procedures by which the local publicly owned electric utility or electrical cooperative coordinates communication with local governments within the service area of the local publicly owned electric utility or electrical cooperative, as specified.Existing law, the California Emergency Services Act, establishes, within the office of the Governor, the Office of Emergency Services (OES) under the supervision of the Director of Emergency Services. Existing law requires OES to establish a standardized emergency management system for use by all emergency response agencies.This bill would require certain electrical corporations and local publicly owned electric utilities, in cooperation with OES and other emergency service agencies, to establish procedures for the coordination of efforts between electrical corporations and local publicly owned electric utilities and their representatives and those of emergency response agencies. The bill would require these electrical corporations and local publicly owned electric utilities to assign liaison representatives to work within each local operations center, as provided.Under existing law, a violation of any order, decision, rule, direction, demand, or requirement of the commission is a crime.Because a violation of a commission action implementing certain of this bill's requirements would be a crime, the bill would impose a state-mandated local program.Additionally, by imposing new duties on local publicly owned electric 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.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB256
SB268: Income taxes: gross income exclusions: state of emergency: natural disaster settlements.	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.This bill, for taxable years beginning on or after January 1, 2025, and before January 1, 2030, would provide an exclusion from gross income for amounts received from a settlement entity, as defined, by a qualified taxpayer, as defined, to replace property that is located in a city or county in this state and that was damaged or destroyed by a disaster or accidental or human-caused event for which a state of emergency or local emergency, as defined, was proclaimed.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.This bill would include additional information required for any bill authorizing a new tax expenditure.This bill would take effect immediately as a tax levy.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB268
SB273: 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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB273
SB285: Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to 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.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.This bill would, for the purpose of meeting, or tracking progress against, any state requirement to achieve net zero emissions of greenhouse gases, authorize only qualified carbon dioxide removal, as defined, to be used to counterbalance the state's or an entity's greenhouse gas emissions and would require qualified carbon dioxide removal used for those purposes to meet certain requirements, as specified.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.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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB285

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB332: Investor-Owned Utilities Accountability Act.	(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 to select a research institute, as defined, to conduct a comparative analysis of the benefits and challenges of transitioning the electrical corporations to a public entity, nonprofit public benefit corporation, or mutual benefit corporation in order to identify a recommended model, as provided. The bill would require the research institute to complete the analysis on or before January 1, 2029, and, upon completion, to submit the analysis to the Legislature and the Energy Commission. The bill would require the Energy Commission to make a draft of the analysis available to the public for comment before submitting the final draft to the Legislature, and would limit the cost of conducting the analysis to $5,000,000.This bill would require the research institute to conduct the first phase of the comparative analysis and to submit an interim report, on or before December 31, 2026, to the Energy Commission on threshold legal issues, as provided. The bill would require the Energy Commission to convene a group of state attorneys from the legal departments of state agencies that regulate electrical corporations to advise the research institute on the first phase of the comparative analysis, as specified.This bill would, upon completion of the analysis by the research institute, require the Energy Commission to present the analysis at a publicly noticed business meeting on or before September 30, 2029.(2)Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, while local publicly owned utilities are under the direction of their governing boards. Existing law prohibits an electrical corporation, gas corporation, or water corporation from terminating a customer's residential service for nonpayment of a delinquent account in certain circumstances, including, among other circumstances, unless the corporation first gives notice to the customer of the delinquency and impending termination, during the pendency of an investigation by the corporation of the customer's dispute or complaint, or when the customer has been granted an extension of the period for payment of a bill.This bill would require each electrical corporation and gas corporation, on or before March 1, 2026, and each local publically owned electric utility, on or before March 1, 2027, and annually thereafter, to post specified information concerning terminations of service due to nonpayment on their respective internet websites, as provided.(3)Existing law requires the Director of the Office of Energy Infrastructure Safety to issue a safety certification that is valid for 12 months after the date of issuance to an electrical corporation if the electrical corporation provides documentation that it is meeting certain requirements and that it has an approved executive incentive compensation structure that is structured to promote safety as a priority and to ensure public safety and utility financial stability with performance metrics, as specified.This bill would additionally require that the electrical corporation's executive incentive compensation structure is structured to ensure ratepayer affordability, as provided. The bill would also require, for purposes of the safety certification, that documentation related to compensation include specified dollar amounts.Existing law requires the PUC to develop policies, rules, or regulations with a goal of reducing the statewide level of gas and electrical service disconnections for nonpayment by residential customers, as specified. Existing law requires the PUC to include in an annual report to the Legislature information on residential and household gas and electrical service disconnections, disaggregated by certain customer categories.This bill would require the PUC to provide any public nonconfidential data collected pursuant to the above-described provisions to the Office of Energy Infrastructure Safety for the purpose of reviewing ratepayer affordability when assessing executive compensation under the above-described provisions.(4)Under existing law, a violation of the Public Utilities Act or any order, decision, rule, direction, demand, or requirement of the PUC is a crime.Because certain provisions of this bill would be part of the act and a violation of a PUC action implementing the bill's requirements would be a crime, the bill would impose a state-mandated local program.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.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB332
SB342: Contractors: unlicensed work.	Existing law, the Contractors State License Law, establishes the Contractors State License Board in the Department of Consumer Affairs to license and regulate contractors. Existing law prohibits a person engaging in the business or acting in the capacity of a contractor from recovering compensation for work performed that requires a contractor's license unless the person was a duly licensed contractor at all times during the performance of the act or contract, except as specified.This bill would further exempt from that prohibition an action for compensation arising from a contract for specified projects, including for a public work of improvement or a commercial or institutional construction project, and would, instead, authorize a person to maintain an action for compensation under one of those contracts if the person was a duly licensed contractor at the time the contract was executed and during the portion of the performance of the contract for which compensation is sought.Existing law authorizes a person who uses the services of an unlicensed contractor to bring an action to recover all compensation paid to the unlicensed contractor for performance of any act or contract, except as provided.This bill would additionally exempt from that authorization an action for compensation arising from a contract for specified projects, including for a public work of improvement or a commercial or institutional construction project, and would, instead, authorize a person to bring an action under one of those contracts to recover the portion of compensation paid to the unlicensed contractor for work performed during the time in which the contractor was unlicensed.	Read third time. Passed. Ordered to the Senate.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB342
SB417: The Veterans and Affordable Housing Bond Act of 2026.	Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership 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. Existing law, the Veterans and Affordable Housing Bond Act of 2018, authorized, the issuance of bonds in the amount of $4,000,000,000 to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as well as financing for a specified program for farm, home, and mobilehome purchase assistance for veterans, pursuant to the State General Obligation Bond Law.This bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $11,250,000,000, pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, $10,000,000,000 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, and $1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided.This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election, in accordance with specified law.This bill would declare that it is to take effect immediately as an urgency statute.	Read third time. Urgency clause adopted. Passed. (Ayes 61. Noes 7. Page 5852.) Ordered to the Senate.	6/25/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB417

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB445: High-speed rail: third-party agreements, permits, and approvals: regulations.	The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party.Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings.This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.This bill would require the authority, on or before July 1, 2026, to develop and adopt regulations setting forth requirements governing local agency permits and approvals that are necessary to deliver the high-speed rail project. The bill would require the authority to ensure that the regulations, among other things, identify the circumstances under which the authority would be required to seek to enter into a cooperative agreement with a local agency that, where relevant, identifies who is responsible for specific actions, as specified.This bill would require the authority to consult with specified entities in developing the internal rules and regulations and would require the authority to hold at least 2 public hearings regarding the proposed internal rules and regulations.This bill would delay the operation of these internal rules and regulations until the office determines that the authority has completed the development and implementation of a process to review third-party agreements in a timely manner as recommended by the office, as specified. The bill would require the office, beginning one year after the operative date of the internal rules and regulations, to conduct a review of the effectiveness of those rules and regulations and to make recommendations for their improvement. The bill would require the office, when it determines that the high-speed rail project is complete, to submit a report to the Legislature informing the Legislature of that fact. The bill would make the requirement to adopt these internal rules and regulations inoperative on the date that the office submits that report to the Legislature.This bill would require the authority and specified utilities to identify existing barriers and agree to preferred solutions to those barriers by December 31, 2026, to ensure utility relocations do not result in unnecessary or foreseeable project delays, as specified.This bill would declare its provisions to be severable.To the extent this bill imposes additional duties on local entities, 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.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB445
SB469: Department of Industrial Relations: task force: public infrastructure: employment: underrepresented communities.	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.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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB469
SB545: High-speed rail: economic opportunities.	Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system.This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB545
SB549: Heritage schools: enrollment and notice.	Under existing law, a "heritage school" is a school that, among other things, offers education or academic tutoring, or both, in a world language and education on the culture, traditions, or history of a country other than the United States to children who are at least 4 years and 9 months of age and no older than 18 years of age and who attend a public or private full-time day school. Existing law exempts a heritage school from licensure by the State Department of Social Services as a child day care center, as specified.This bill would expand the definition of "heritage school" to also include a school that provides services to children younger than 4 years and 9 months of age who are enrolled in kindergarten, including transitional kindergarten, or any of grades 1 to 12, inclusive.Existing law requires a heritage school, upon a pupil's enrollment in a heritage school, to provide a notice to the pupil's parent or guardian stating that the heritage school is exempt from childcare licensure and that attendance at a heritage school does not satisfy California's compulsory education requirements.This bill would require a heritage school, upon a pupil's enrollment in a heritage school, to also provide notice that the State Department of Education has no regulatory authority over heritage schools and does not monitor heritage school operations or instruction.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB549

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB559: Electricity: deenergization events: communications.	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.This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided.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.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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB559
SB65: Budget Act of 2025.	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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB65
SB667: Railroads: safety: report.	Existing law requires the Public Utilities Commission to annually report to the Legislature on sites on railroad lines in the state that the commission finds to be hazardous, including a list of all railroad sites in the state that it determines pose a local safety hazard. Existing law authorizes the commission to submit in the annual report the list of railroad sites submitted in the immediate prior year annual report, and to amend or revise that list from the immediate prior year as necessary. In determining which railroad sites pose a local safety hazard, existing law requires the commission to consider, among other things, whether any local safety hazards at railroad sites have been eliminated or sufficiently remediated to warrant removal of the site from the list.This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026	Seek Amendments	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB667
SB677: Housing financing: joint powers agreements: bond approvals: subdivisions: tentative and final maps: appeals.	Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law, for the purposes of that act, defines the term "public agency" to include various federal, state, local, and tribal entities. Existing law requires approval by the Department of General Services of certain joint powers agreements that include the state as a member, as provided. Existing law authorizes a joint powers authority to issue revenue bonds to pay the costs and expenses of acquiring, constructing, or conducting a program for, among other things, low-income housing projects owned or operated by a city, county, city and county, or housing authority.Existing law provides that the Treasurer and the Secretary of State are designated as elected representatives for federal tax purposes of a joint powers agency created to approve or certify the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law.This bill would provide that the geographic jurisdiction of a joint powers authority is the area encompassed by the combined geographical boundaries of all of its member public agencies. The bill would declare that these provisions are declaratory of existing law.This bill would additionally authorize the Treasurer to execute an agreement including the state as a member of a joint powers authority without obtaining approval from the Department of General Services only for the Treasurer to provide specified approvals for bonds issued by the joint powers authority to finance specified residential rental projects for which a city, county, or city and county that is a member of the joint powers authority has failed to provide specified approval required by federal tax law, as defined and provided. The bill would provide that its provisions do not expand, limit, or otherwise affect the authority of, among others, the state, or any officer or agency of the state, to enter into a joint exercise of powers agreement or cause the state to become a member of a joint powers authority, as specified.Existing law additionally authorizes, subject to specified limitations, any city or county to issue revenue bonds for the purpose of financing the acquisition, construction, rehabilitation, refinancing, or development of multifamily rental housing and for the provision of capital improvements in connection with, and determined necessary to, that multifamily rental housing.This bill would specify that, for the purposes of the above-described provisions, "city" or "county" is deemed to include the state when the state is a member of a joint powers authority pursuant to the bill's provisions only to provide the state with the power to issue bonds and provide approval, consent, or other action required to finance specified residential rental projects, as provided.Existing law provides that the State of California will not change the composition of a joint powers authority that has issued bonds, unless the change is authorized by a majority vote of applicable legislative bodies, as provided. Existing law defines "change in composition" to include, among others, the addition of a public agency, as defined, to a joint powers authority.This bill would, notwithstanding the above-described definition, provide that the state becoming a member of an existing joint powers authority shall not, in and of itself, constitute a "change in composition."The bill would make additional nonsubstantive and conforming changes.Existing law, the Subdivision Map Act, provides for the approval of tentative and final parcel maps by various local officials, as specified. The act authorizes an appeal of the local official's decision to the local legislative body, as provided.This bill would create an exception from the above-described authority as it applies to appeals by an interested person for maps that meet specified criteria, as provided. The bill would exempt from these provisions an appeal filed by an applicant, subdivider, tenant, advisory agency, or public agency or official, as specified.This bill would make the provisions of the act severable.	Assembly amendments concurred in. (Ayes 31. Noes 0.) Ordered to engrossing and enrolling.	8/30/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB677

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

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB684: Polluters Pay Climate Superfund Act of 2025.	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.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.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.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, which the bill would create in the State Treasury. The bill would, upon appropriation by the Legislature, require moneys in the Polluters Pay Climate Superfund 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.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 by the agency.This bill would declare that it is to take effect immediately as an urgency statute.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB684
SB688: Office of Regulatory Counsel.	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. 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. This bill would require the office to draft and assist in the preparation, consideration, amendment, and repeal of regulations for a state agency, before the state agency submits a proposed action regarding that regulation to the OAL for publication in the California Regulatory Notice Register. The bill would make related legislative findings and declarations.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB688
SB692: Vehicles: homelessness.	Existing law makes it unlawful for a peace officer or an unauthorized person to remove an unattended vehicle from a highway, except as provided. Under existing law, the removal of a vehicle is a seizure, subject to the limits set forth in jurisprudence for the Fourth Amendment of the United States Constitution. Existing law authorizes a city, county, or city and county to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled, or inoperative vehicles or parts of vehicles from private or public property.Existing law, whenever a peace officer or other public employee removes an abandoned vehicle valued at $500 or less, requires the public agency that removed, or caused the removal of, the vehicle to cause the disposal of the vehicle subject to specified requirements, including providing notice, as specified, to the registered and legal owners and any other person known to have an interest in the vehicle, and a process for the owners and interested persons to request and have a poststorage hearing, as specified.This bill would authorize a public agency of a city, county, or city and county to dismantle, or cause the dismantlement of, an abandoned vehicle, as defined, if the abandoned vehicle cannot be towed or otherwise moved and the vehicle has been declared a nuisance or hazard by a fire marshal, environmental health director, or public health officer of a city, county, or city and county, if various requirements are met, including attaching a distinctive notice to the vehicle at least 15 days prior to dismantlement that states the vehicle will be dismantled by the public agency if the hazard is not abated, sending a notice, within 48 hours of the attachment of the notice to the vehicle, to the owners and any other person known to have an interest in the vehicle informing them of specified information, including that the vehicle may be disposed of at least 15 days from the date of the notice and that they may have a hearing before the public agency if a request for a hearing is made within 10 days from the date of notice, as specified. This bill would require a requested hearing to be conducted within 5 business days of the request. If, after at least 15 days from the notification, the vehicle remains unclaimed, and if no request for a hearing was made or a hearing was not attended, the bill would require the public agency to provide the lienholder authorization to dismantle the vehicle. The bill would provide that a local government is not prevented from performing emergency summary abatement of an abandoned vehicle that is creating imminent health or safety hazards.	Enrolled and presented to the Governor at 4:30 p.m.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB692
SB70: Public contracts: Small Business Procurement and Contract Act.	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.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.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB70

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

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB713: Employee stock ownership plans: contractors: certification: bid preferences.	(1)Existing law creates within the Governor's Office of Business and Economic Development the Office of Small Business Advocate in order to advocate the causes of small business and to provide small businesses with the information they need to survive in the marketplace to be led by the Small Business Advocate. The California Employee Ownership Act requires, upon appropriation by the Legislature, the Office of Small Business Advocate to establish the California Employee Ownership Hub (hub) and to appoint an Employee Ownership Hub Manager (manager) to administer the hub. The act authorizes the manager to be responsible for certain duties, including working with all California state agencies whose regulations and programs affect employee-owned companies, and businesses with the potential to become employee-owned, to enhance opportunities and reduce barriers.This bill would require the Director of General Services (director) to issue an employee stock ownership plan (ESOP) contractor certificate to a qualified contractor, as defined, that presents a valid and favorable ESOP determination letter from the Internal Revenue Service. The bill would require the director to determine the percentage of ESOP ownership for an applicant and indicate the percentage on the certificate, as specified. The bill would require the director to require that the certificate be renewed every 3 years. The bill would additionally authorize the manager to be responsible for compiling and maintaining a comprehensive bidders list of qualified contractors that have received the certificate from the Director of General Services.(2)Existing law establishes within the Transportation Agency a Department of Transportation. Existing law requires the Department of Transportation to, among other things, plan, design, construct, operate, and maintain those transportation systems that the Legislature has made, or may make, the responsibility of the department, except as specified.This bill would require, beginning January 1, 2027, the Department of Transportation to provide bid preferences to qualified contractors that have received the certificate based on the percentage of the qualified contractor owned by its ESOP, whenever the department prepares a solicitation for a state-funded construction contract, as specified.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB713
SB714: 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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB714
SB73: Elections.	(1)Existing state and federal law provides for the enforcement of laws related to elections.This bill would prohibit a peace officer from interfering with the administration of an election, as specified. This bill would authorize certain persons to enforce those prohibitions by filing a civil action, as specified. This bill would also prohibit any individual from permitting an agent of a law enforcement agency, as specified, to access, disrupt, modify, or take possession of rosters, combined rosters, or voter lists unless authorized by a court order or to investigate certain types of voting fraud. The bill would additionally require the Attorney General to provide guidance and information regarding how to respond to requests by law enforcement, as defined, to access areas where ballots are present.(2)Existing law requires an elections official, upon receiving a vote by mail ballot, to compare the signature on the identification envelope with the voter's prior signatures, and it also provides a mechanism by which a voter can verify their signature and cure this defect. Existing law provides that the processing of vote by mail ballots is open to the public and permits specified persons and organizations to observe this processing.This bill would prohibit a vote by mail observer from challenging a signature on a vote by mail ballot that has been verified by the voter.(3)Under existing law, it is a crime for a person in possession of a firearm, a uniformed peace officer, private guard, or security personnel, or any person wearing the uniform of a peace officer, guard, or security personnel, to be stationed in the immediate vicinity of, or posted at, a polling place without authorization from the appropriate elections official. It is also a crime for a person to hire or arrange for such a person to be stationed in the immediate vicinity of, or posted at, a polling place without authorization from the elections official.This bill would authorize the Secretary of State or Attorney General to object to authorization provided by the appropriate elections official, in which case the person stationed or posted at the polling place, or the person who hired or arranged for such a person to be stationed or posted at the polling place, is guilty of a crime. By expanding the scope of these crimes, the bill would create a state-mandated local program.(4)Existing law authorizes the Secretary of State, Attorney General, and any local elections official in the county in which the act occurs, to bring a civil action against an individual, business, or other legal entity that commits any specified act of tampering with a voting system or voting equipment before, during, or after an election.This bill would additionally authorize the Secretary of State, Attorney General, and the appropriate local elections official to bring a civil action against a person, business, or entity that takes a package containing ballots from the custody of an elections official.(5)Existing law makes it a crime for an individual to undertake a number of enumerated actions that would result in interference with an election, including displaying a container for the purpose of collecting ballots with the intent to deceive a voter into casting a ballot in an unofficial ballot box.This bill would also make it a crime to take a package containing voted ballots out of the custody of an elections official. By expanding the scope of this crime, the bill would impose a state-mandated local program.(6)Existing law requires the elections official of any county or city using a voting system to inspect the machines or devices at least once every 2 years.This bill would prohibit an individual from permitting an agent of a law enforcement agency, as defined, to access, disrupt, modify, or take possession of certified voting technology unless authorized by a court order. To the extent this bill would establish new procedures for the conduct of elections, it would create a state-mandated local program.(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 with regard to certain mandates no reimbursement is required by this act for a specified reason.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.(8)This bill would declare that it is to take effect immediately as an urgency statute.	Chaptered by Secretary of State. Chapter 10, Statutes of 2026.	5/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB73
SB74: 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 for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB74

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB743: Education finance: Education Equalization Act: Equalization Reserve Account.	Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula (LCFF), as specified. Under existing law, school districts that receive local revenues that exceed the LCFF amount do not receive a specified apportionment of LCFF funds, as provided, and are known as “basic aid school districts” or “excess tax entities.”The Classroom Instructional Improvement and Accountability Act, an initiative approved by the voters as Proposition 98 at the November 8, 1988, statewide general election, amended the California Constitution to, among other things, set forth a formula for computing the minimum amount of revenues that the state is required to appropriate for the support of school districts and community college districts in any given fiscal year.The California Constitution creates the Public School System Stabilization Account in the General Fund and requires the Controller to transfer, pursuant to a schedule provided by the Director of Finance, a specified amount from the General Fund to the account in each fiscal year, except as provided.The California Constitution generally prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of government for the prior fiscal year, adjusted for the change in the cost of living and the change in population. The California Constitution defines “appropriations subject to limitation” for these purposes.This bill would establish the Equalization Reserve Account in the General Fund. The bill would require interest earned on funds in the account to be available, upon appropriation by the Legislature, to increase per-pupil funding in non-basic aid school districts, defined as school districts that received the above-described apportionment of LCFF funds in any of the then preceding 3 fiscal years, in a manner prescribed by the Legislature. The bill would require the Controller, in any fiscal year in which there is an increase over the preceding fiscal year in the minimum amount of revenues the state is required to appropriate for the support of school districts and community college districts, to transfer from the General Fund to the Equalization Reserve Account an amount equal to the total amount transferred from the General Fund to the Public School System Stabilization Account in that fiscal year, as provided. These provisions would become operative only if a constitutional amendment, approved by the voters, (1) excludes funds transferred to or allocated from the account from computations of the minimum amount of revenues that the state is required to appropriate for the support of school districts and community college districts, from the moneys allocated for purposes of meeting that minimum funding obligation, and from the total annual state appropriations subject to the limitation described above, and (2) requires the Legislature, in each fiscal year, to allocate a percentage of the interest that has been deposited in the account to increase per-pupil funding in non-basic aid school districts.	August 29 hearing: Held in committee and under submission.	8/29/2025		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB743
SB752: 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.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB752
SB755: California Contractor Climate Transparency Act.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Existing law, the Climate Corporate Data Accountability Act, requires, on or before July 1, 2025, the state board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity’s scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Existing law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity’s climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk.This bill would enact the California Contractor Climate Transparency Act, which would require the state board, beginning one year after the effective date of regulations adopted pursuant to the Climate Corporate Data Accountability Act, as specified, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB755
SB769: The Golden State Infrastructure Corporation Act.	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.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.This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst’s Office a report for the preceding fiscal year containing information on the Golden State Infrastructure Corporation Fund, which the bill would create, and the corporation’s activities, including specified information.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.The bill would require the board to approve operational policies prior to providing financing for any infrastructure project. The bill would, for purposes of the California Public Records Act, treat the corporation as a state agency, as defined. The bill would, however, exempt from disclosure under that act specified corporate financial records or critical infrastructure information, as defined, furnished to the corporation that have not previously been made public, and would authorize the board, notwithstanding the provisions of the Bagley-Keene Open Meeting Act, to meet in closed session to review or discuss corporate financial records or critical infrastructure information necessary for the board to consider whether to approve or modify a financing, or to discuss the performance of any financing, provided to an infrastructure company for an infrastructure project.This bill would provide that all moneys in the Golden State Infrastructure Corporation Fund are continuously appropriated for the support of the corporation, to be available for expenditure for the purposes stated in the bill.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.	Assembly amendments concurred in. (Ayes 34. Noes 4.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB769

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB772: Infill Infrastructure Grant Program of 2019: applications: eligibility.	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 to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses.Existing law requires the department to administer an over-the-counter application process for grants 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 that the area may be included on an inventory of land in the housing element, as specified. 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 and integral 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.Existing law requires the department, in its review of applications, to rank affected qualifying infill areas and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area’s or catalytic qualifying infill area’s inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services.This bill would revise these provisions to require the department to additionally rank applications, as described above, based on the qualifying infill area’s inclusion of, or proximity or accessibility to on-demand transit services, as specified, or walkability to essential services or businesses and based on the catalytic qualifying infill area’s inclusion of, or proximity or accessibility to 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.Existing law requires a qualifying infill project, qualifying infill area, or catalytic qualifying infill area for which a capital improvement project grant can be awarded under the program to meet specified conditions, including, among others, being located in an area designated for mixed-use or residential development, as specified.This bill would additionally allow the project to be located in an area that allows for mixed-use or residential development pursuant to a housing development that is in compliance with certain provisions deeming a housing development an allowable use or subject to streamlined, ministerial approval.Existing law defines various terms for the purposes of the program, including, “capital improvement project,” “catalytic qualifying infill area,” “eligible applicant,” “urbanized area,” and “urban uses.”This bill would revise these definitions. The bill would additionally define the terms “on-demand transit service,” “major transit stop,” and “walkability.”	Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB772
SB801: Agricultural workers: wages, hours, and working conditions: definitions.	Existing law sets wage, hour, meal break requirements, and other working conditions for employees and requires an employer to pay overtime wages to an employee who works in excess of a workday or workweek. Existing law establishes the Department of Industrial Relations and provides that one of its functions is to foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment.Existing law establishes specific labor protections for sheepherders and goat herders, as defined, relating to wages, meal and rest periods, lodging, and other conditions of employment. Existing law imposes civil penalties, as prescribed, for violations of these provisions. Existing law, the Phase-In Overtime for Agricultural Workers Act of 2016, establishes a schedule that phases in overtime requirements for persons employed in an agricultural occupation, as defined. The act, beginning January 1, 2022, among other things, requires that any work performed by a person employed in an agricultural occupation in excess of 12 hours per day be compensated at a rate of no less than twice the employee’s regular rate of pay. Existing law requires the Department of Industrial Relations to update a specific wage order of the Industrial Welfare Commission governing agricultural occupations to be consistent with the act, except in specified circumstances in which the existing wage order offers greater protections. The act defines the term “employed in an agricultural occupation” for these purposes as having the same meaning as in that wage order.For purposes of the Phase-In Overtime for Agricultural Workers Act of 2016, this bill would create an exception from the above-described definition for sheepherders or goat herders, as defined in that order.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB801
SB819: Geothermal waste: exemption from generation and handling fees: study.	The hazardous waste control laws require the Department of Toxic Substances Control (DTSC) to regulate the handling and management of hazardous waste and hazardous materials. A violation of the hazardous waste control laws is a crime.Existing law requires a generator of hazardous waste to pay to the California Department of Tax and Fee Administration a generation and handling fee for each generator site that generates a specified amount of waste, as provided, and authorizes DTSC to adopt regulations necessary to implement generator fees.Existing law exempts geothermal waste resulting from drilling for geothermal resources from the hazardous waste control laws for a specified reason. Existing law also exempts geothermal waste, excluding filter cake, that is generated from the exploration, development, or production of geothermal energy and that does not result from drilling for geothermal resources, from the hazardous waste control laws under specified circumstances.This bill would require the DTSC to prepare and submit to the Legislature, no later than July 1, 2026, a study regarding the issues that would arise if geothermal waste that is not exempt from generation and handling fees pursuant to existing law is made exempt from those fees.	Returned to Secretary of Senate pursuant to Joint Rule 56.	2/2/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB819
SB833: Critical infrastructure: artificial intelligence systems: human oversight.	Existing law, the California Emergency Services Act, establishes the California Cybersecurity Integration Center within the Office of Emergency Services to serve as the central organizing hub of state government’s cybersecurity activities and to coordinate information sharing with various entities. Existing law also requires the Technology Recovery Plan element of the State Administrative Manual to ensure the inclusion of cybersecurity strategy incident response standards for each state agency to secure its critical infrastructure controls and information, as prescribed.This bill would require, on or before July 1, 2026, an operator, defined as a state agency responsible for operating, managing, overseeing, or controlling access to critical infrastructure, that deploys a covered artificial intelligence (AI) system, as defined, to establish a human oversight mechanism that ensures a human monitors the system’s operations in real time and reviews and approves any plan or action proposed by the covered AI system before execution, except as provided. The bill would require the Department of Technology to develop specialized training in AI safety protocols and risk management techniques to oversight personnel. The bill would require oversight personnel for an operator to conduct an annual assessment of its covered AI systems, as specified, and to submit a summary of the findings to the department. The bill would make findings and declarations related to its provisions.The bill would preclude disclosure of specified information by the office.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.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB833
SB879: Budget Act of 2026.	This bill would make appropriations for the support of state government for the 2026–27 fiscal year.This bill would declare that it is to take effect immediately as a Budget Bill.	Read first time.	1/12/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB879

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB887: California Environmental Quality Act: environmental leadership development projects: data centers: geothermal powerplant projects.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.CEQA requires the Office of Land Use and Climate Innovation to prepare and propose guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are exempt from CEQA, commonly known as categorical exemptions.This bill would define "data center" for the purposes of CEQA and prohibit the application of categorical exemption to a project for the development and operation of a data center, as specified. By increasing the duties of a lead agency in relation to the environmental review of a data center project, this bill would impose a state-mandated local program.(2)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 concurrent with the administrative process and to provide a specified notice within 10 days of the Governor certifying the project. The act specifies the process for the quantification and mitigation of impacts from emissions of greenhouse gases of certain environmental leadership projects, as provided. The act is repealed by its own terms on January 1, 2034.This bill would authorize the Governor to certify a data center project that is certified by the lead agency to meet specified conditions as an environmental leadership development project. The bill would require the Office of Land Use and Climate Innovation, in consultation with the State Energy Resources Conservation and Development Commission and other state agencies, as necessary, to develop uniform statewide standards for satisfying those conditions for data centers, as specified. The bill would also authorize the Governor to certify a geothermal powerplant that is certified by the lead agency to meet certain criteria as an environmental leadership development project. The bill would require the quantification and mitigation of impacts for emissions of greenhouse gases of a data center project and geothermal powerplant projects to be determined in the same manner as for those certain environmental leadership projects. By increasing the duties of a lead agency, the bill would impose a state-mandated local program.(3)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated 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.	Read third time. Passed. Ordered to the Senate.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB887
SB908: Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.	(1)Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments.This bill would declare void and unenforceable any covenant, restriction, or condition contained in any deed, contract, security instrument, other instrument affecting the transfer or sale of any interest in a common interest development, or provision of a governing document that effectively prohibits or restricts the owner of a separate interest from completing a residential window replacement project or impose any requirements on California Energy Code-compliant windows, as specified. The bill's provisions would not apply to certain provisions that impose reasonable installation restrictions on a residential window replacement project that do not significantly increase the cost of a residential window replacement project or significantly decrease the energy efficiency of a residential window replacement project, except as specified.This bill would prohibit an association from subjecting a residential window replacement project to design review or any other form of approval if the association's governing documents do not place reasonable restrictions on a residential window replacement project.This bill, for specified residential window replacement projects that propose the replacement of windows, would require an association to impose certain conditions on the project, including a requirement that the owner obtain approval from the association. The bill would require an association to approve a project if the owner agrees to certain requirements in writing, including that the owner comply with the association's governing documents, engage a licensed contractor for the installation, obtain any required local or state permits required for the project, and pay for the costs associated with the installation.(2)The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes.This bill would require a city, county, or city and county to administratively approve an application for a residential window replacement project. The bill would prohibit a city, county, or city and county from requiring discretionary review or a hearing for a residential window replacement project. The bill would also prohibit a city, county, or city and county from denying an application for a residential window replacement project and a local government that is both a city and county from imposing any conditions on certain windows proposed in a housing development project, except as specified. The bill would limit the application of these provisions under certain circumstances, including if a residential building is individually designated on the California Register of Historical Resources prior to the date the application for a residential window replacement project is submitted.By adding to the duties of local governments, this bill would impose a state-mandated local program.(3)The bill would make its provisions severable.(4)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.(5)This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco.(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.This bill would provide that no reimbursement is required by this act for a specified reason.	Enrolled and presented to the Governor at 6 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB908

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
September 2026
Metro Government Relations
STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB909: Public works.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works” for the purposes of regulating public contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law generally requires a contractor or subcontractor to be registered with the Department of Industrial Relations to be qualified to bid on, be listed in a bid proposal, or engage in the performance of any public work contract. Existing law requires a contractor or subcontractor to meet specific conditions to qualify for this registration, including that a contractor or subcontractor pay an initial application fee and an annual renewal fee set by the Director of Industrial Relations. Existing law authorizes the department to establish and adjust annual registration and renewal fees up to $800 by publishing the fees on the department’s internet website.This bill would increase the fee limit to $1,000.Existing law requires the Labor Commissioner to issue civil wage and penalty assessments to a contractor or subcontractor, or both, if, after an investigation, the commissioner determines there has been a violation of the laws regulating public works contractors, including the payment of prevailing wages. Existing law also authorizes the Labor Commissioner to assess specified civil penalties against a contractor or subcontractor for a violation of the skilled and trained workforce requirements, and authorizes reduction or waiver of a penalty for specified conditions. Existing law also sets a penalty schedule for subcontractors and contractors for, among other things, failing to pay the prevailing wage rate or failing to keep accurate payroll records, as specified.Existing law establishes the State Public Works Enforcement Fund and directs all registration fees and other moneys, such as fines, to be deposited into the fund, to be available upon appropriation, for, among other purposes, the reasonable costs of administering registration with the Department of Industrial Relations. Existing law authorizes the awarding body for a public works project to not require the payment of the general prevailing rate of per diem wages on public works projects of specified sizes and types of work, including construction projects of $25,000 or less, if the awarding body elects to initiate and enforce a labor compliance program containing specified requirements for every public works project under its authority, as specified. Existing law requires a labor compliance program, if the involvement of the Labor Commissioner has been limited to a determination of the actual amount of penalty or the forfeiture or underpayment of wages, and the matter has been resolved without litigation by or against the Labor Commissioner, to deposit penalties and forfeitures with the awarding body.This bill would increase certain penalties, as specified, and require all penalties received by the Labor Commissioner, as specified, to be deposited into the State Public Works Enforcement Fund. The bill would also add the reasonable costs of ensuring sufficient staffing levels in the Labor Commissioner’s office for public works project enforcement to the purposes of the fund. The bill would instead require an awarding body, if the involvement of the Labor Commissioner in a labor compliance program enforcement action has been limited and resolved, as specified, to deposit penalties with the awarding body that enforced the above-described provisions.The bill would make conforming changes and related findings and declarations.	Enrolled and presented to the Governor at 6 p.m.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB909
SB922: Vehicles: local agency charges: use of streets or highways.	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989.This bill would explicitly state that a fee, charge, surcharge, or component thereof imposed upon the provider of, or ratepayer for, public services by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide those public services is not a tax, permit fee, or other charge that is prohibited by the provision described above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. The bill would delete obsolete references and make other technical changes. The bill would make various findings and declarations.	Chaptered by Secretary of State. Chapter 148, Statutes of 2026.	8/27/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB922
SB947: Employment: automated decision systems.	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.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.This bill, beginning on July 1, 2027, would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would, when an employer primarily uses an ADS to make a disciplinary or termination decision, authorize an employee to request, and require an employer to provide, a description of the employee’s own data primarily used by an ADS to make a disciplinary or termination decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary or termination decision to provide the affected employee with a written postuse notice, as specified.This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any employee for taking certain actions asserting their rights under the bill. The bill would authorize the Labor Commissioner to enforce the bill’s provisions and also authorize a public prosecutor to bring a civil enforcement action, as specified. The bill would set forth specified types of relief that a plaintiff may seek and specified penalties that an employer that violates these provisions is subject to, including a $500 civil penalty per violation.This bill would also provide that an employer who complies with the requirements related to notice in this bill is not required to comply with any substantially similar provisions under any other state law, except as specified. The bill would not apply to parties covered by a valid collective bargaining agreement if the agreement contains specified information, including an explicit waiver of the bill’s provisions. The bill would provide that it does not prohibit the use of an automated decision system relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes, if the use of an automated decision system is reasonably necessary to comply with the federal statute, the federal regulation, or the binding federal contract, as specified.The bill would include a statement 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.This bill would declare that its provisions are severable.	Assembly amendments concurred in. (Ayes 28. Noes 10.) Ordered to engrossing and enrolling.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB947
SB951: Employment: technological displacement: notice.	Existing law, the California Worker Adjustment and Retraining Act (Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the Employment Development Department and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than $500 for each day of the employer’s violation.This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI or other automated technology. The bill would require the department to publish a summary of the notices received on its internet website and to post a quarterly statewide summary of technological displacements reported. The bill would require the department, on or before January 1, 2028, to submit a report to the Legislature on artificial intelligence’s effects on business hiring practices, including its impact on industries and occupations at the state and regional level. The bill would repeal the provision requiring that report on January 1, 2029.	Read third time. Passed. Ordered to the Senate.	8/31/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB951

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
September 2026
Metro Government Relations

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB956: Vehicles: Electric Bicycle Special License Plate Pilot Program.	Under existing law, a person riding an electric bicycle is subject to the laws pertaining to the operation of a bicycle upon a highway. For these purposes, existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions, as specified. Existing law states that these provisions do not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the Vehicle Code. Existing law prohibits a city or county, which adopts a bicycle licensing ordinance or resolution, from prohibiting the operation of an unlicensed bicycle.The bill would, until January 1, 2032, authorize the County of Orange to establish a pilot program to require the display of a special license plate on electric bicycles. The bill would authorize the county to adopt ordinances or resolutions to implement the pilot program, and would make a person operating an electric bicycle in violation of this requirement guilty of an infraction punishable by specified fines and mandatory attendance of the Department of the California Highway Patrol-approved electric bicycle training course. By creating a new crime, the bill would impose a state-mandated local program. The bill would also exempt electric bicycles from the prohibition described above. The bill would, by January 1, 2032, require the county to submit a report to the Legislature, as specified.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.	April 21 set for first hearing canceled at the request of author.	4/20/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB956
SB962: Emergency vehicles: blue warning lights.	Existing law authorizes specified peace officers, including, among others, police officers, probation officers, and members of the California National Guard, in the performance of the officers' duties, to display a steady or flashing blue warning light visible from the front, sides, or rear of their emergency vehicles.This bill, the Agent Joshua Byrd Memorial Act, would authorize the Department of Corrections and Rehabilitation to, upon an appropriation from the Legislature, install a blue warning light on an emergency vehicle operated by a parole officer. The bill would additionally authorize parole officers to display the blue warning light from their emergency vehicles if they complete a 4-hour classroom training course regarding the operation of emergency vehicles that is certified by the Commission on Correctional Peace Officer Standards and Training.	August 13 hearing: Held in committee and under submission.	8/13/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB962
SB967: Planning and zoning: housing element: interim housing units: acutely low income households.	The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of that county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected regional housing need, as provided, and requires the appropriate council of governments, or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city or county, as provided. Existing law requires the housing element to include an analysis of any special housing needs, including, among others, families and persons in need of emergency shelter.Existing law requires a city or county to provide by April 1 of each year an annual report to, among other entities, the department that includes, among other things, the city's or county's progress in meeting its share of regional housing needs, as specified, and number of units approved and disapproved in the prior year.The bill would authorize a city or county that met or exceeded its need for emergency shelter capacity and that provides committed support for interim housing, as defined, to report the number of interim housing units receiving that support that are approved, as specified, as units approved or disapproved for acutely low income households, for purposes of the annual progress report. The bill would require the department to allow approved interim housing units to account for up to 50% of the city's or county's share of the regional need for housing for acutely low income households, as specified.Existing law requires the department to publish, by December 31, 2026, advisory guidance, including, but not limited to, sample analyses and programs, pertaining to special housing needs for acutely low and extremely low income households and programs to assist in the development of adequate housing to meet the needs of acutely low income households, as specified.This bill would require the guidance to include advice regarding the impact of the above-described requirements regarding interim housing and pertaining to acutely low and extremely low income households, specifically how interim housing, as defined, that does not meet the United States Census Bureau guidelines definition of a "housing unit" may be reported in the annual progress report.	May 14 hearing: Held in committee and under submission.	5/14/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB967
SB979: Planning and zoning: housing element: regional housing needs allocation: judicial review.	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, which includes, among other mandatory elements, a housing element. Existing law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region, as provided. Existing law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county.Existing law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Existing law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Existing law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided.This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified.	April 7 set for first hearing canceled at the request of author.	4/6/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB979
SB989: Community Assistance, Recovery, and Empowerment (CARE) Court Program.	Existing law, the Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified persons, including a person with whom the respondent resides, family members, and first responders, among others, 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.This bill would authorize a first responder to contact the county behavioral health agency in the county in which the individual resides or is found to request the agency file a petition to commence the CARE process. The bill would require the agency to review the request and determine whether to file a petition within 30 business days. The bill would require the agency, upon completion of the review, to notify the first responder that made the referral of specified information, including whether or not a petition was filed. Because the bill would require a higher level of service from county agencies, this bill would create a state-mandated local program.This bill would require the department to create a referral form to be used by the first responders and would require the department to issue guidance on the procedure to request that the agency file a petition to commence the CARE process. The bill would also require the agency to include specified data in their annual report to the department. 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.	Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.	8/28/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB989

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

STATE LEGISLATION

Bill	Official Summary	Last Timeline Action	Last Timeline Action Date	Stance	Source Link
SB994: Local agencies: nondisclosure agreements.	Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified.This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. The bill would prohibit an employee of a local agency or a local agency official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with the local agency official who they serve or the governing body of the local agency that employs them. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official acting in their official capacity to share information with the local agency official who they serve under or the governing body of the local agency that employs them, and that is entered into after January 1, 2027, void and unenforceable. The bill would provide that it does not apply in specified circumstances. The bill would require a local agency official in violation of a prescribed provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.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.	Enrolled and presented to the Governor at 3 p.m.	8/21/2026		https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB994