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Councilmember

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Councilmember

May 1, 2026

The Honorable Senator Durazo
1021 O Street 7530
Sacramento, CA 95814

Subject: *Opposition to SB 1361 – Transit-Oriented Development Restrictions*

Dear Senator Durazo:

The City of Paramount must respectfully oppose SB 1361 (Durazo), a measure sponsored by the Los Angeles County Metropolitan Transportation Authority (LA Metro) that would insulate the agency from legitimate and important input from local communities affected by its planning decisions. SB 1361 would prohibit cities with a planned or existing transit-oriented development stop from:

- (1) Requesting changes to transit service in order to avoid the requirements of SB 79;**
- (2) Conditioning or withholding approval or review of a transit project due to SB 79; or**
- (3) Withholding support for a federal funding application because of SB 79.**

According to the bill analysis, SB 1361 is intended to prevent cities from limiting transit service to avoid SB 79 upzoning requirements. The analysis specifically cites Paramount as an example of a city that raised concerns about the effect of a planned rail station within its jurisdiction due to SB 79. The Senate Local Government Committee's analysis erroneously states that "Paramount asked for no station to be built" in our jurisdiction. This is not true; the City has never made such a request from Metro and we ask that this false statement be struck from the analysis.

We would like to clarify our position with Metro's Southeast Gateway Line. While the City of Paramount has changed its position on the project from support to neutral, we continue to engage with Metro staff on the planning and construction phases of the project. We take a realistic approach; Metro is going to build the project whether Paramount, or any other city, is in favor, neutral, or opposed to the project. It would be to our detriment and the detriment of our community to not engage with Metro staff.

Dedicated to providing fiscally responsible services that maintain a vibrant community.

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With this background in mind, SB 1361 is unnecessary and presents several significant issues:

1. Restrictions on speech and petitioning.

The bill prohibits a “local government” from even requesting changes to transit service if those concerns relate to SB 79. The bill does not define who this prohibition applies to within a local government--does it apply to all employees and elected officials? To the extent the bill purports to restrain the advocacy of public officials before a sister agency, it raises significant First Amendment implications by limiting speech and the ability of those officials to petition their government.

Moreover, no harm is caused by a city or its officials by merely making a “request,” which would not bind the transit agency. Sophisticated transit agencies, such as LA Metro, are well equipped to make informed planning decisions based on a balancing of interests and concerns. They do not need the protection that this bill seeks to provide. Therefore, prohibiting a city and its officials from even making a request about a transit stop’s location serves no practical purpose.

2. Misunderstanding of local authority.

In most cases, cities do not approve or deny transit projects sponsored by regional transportation authorities. Local review is typically limited to addressing engineering, safety, and construction-related comments. SB 1361 does not explain how a transit provider—or the State—would determine whether a routine engineering comment is intended to address “the impacts of additional height or density” required by SB 79. This uncertainty could result in baseless claims against cities who impose legitimate conditions on a transit project, creating ambiguity and potential conflict where none currently exists.

3. Federal funding support is voluntary.

Cities have no obligation to support federal funding applications. SB 1361 implies a duty that does not exist and would place cities in an untenable position if they have legitimate concerns about project impacts and exercise their discretion to decline support or the expenditure of resources for a federal grant.

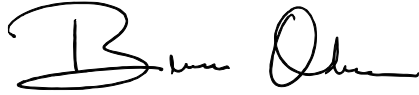
4. Limited policy effect.

Even if enacted, SB 1361 would not meaningfully change how transit projects advance. It seeks to ban cities and other public agencies from simply commenting on transit projects and their related planning consequences, without actually changing the way that such projects are approved or developed. As written, the bill does not achieve its stated purpose and instead creates confusion without improving transit or housing outcomes.

For these reasons, the City of Paramount must respectfully oppose SB 1361.

Should you have further questions, please do not hesitate to contact our City Manager, Mr. John Moreno at (562) 220-2222 or jmoreno@paramountcity.gov.

CITY OF PARAMOUNT

A handwritten signature in black ink, appearing to read "Brenda Olmos". The signature is fluid and cursive, with a large initial "B" and "O".

Brenda Olmos
Mayor

Cc: Honorable Congresswoman Nanette Barragan, 44th District
Honorable Assemblymember Jose Luis Solache, 62nd District
Honorable State Senator Lena Gonzalez, 33rd District
Nicholas Cabeza, Public Affairs Manager, League of California Cities
Jorge Morales, Legislative and Governmental Affairs Consultant, California Contract Cities Association