

PLATINUM | ADVISORS

March 4, 2026

TABLE 1: BOARD ACTION ITEMS

	Subject	Status	Recommended Position
<p><u>AB 1944</u> (<u>Lee D</u>) Zero-emission transit buses: axle weight.</p>	<p>Existing law limits the maximum gross weight of any one axle up 25,000 pounds for a zero-emission bus purchased prior to a specified date. Under existing law, the 25,000-pound limit was gradually reduced over several years back to a 22,000-pound limit.</p> <p>Since zero emission bus technology has not advanced as expected, zero emission transit buses continue to exceed the 22,000-pound axle weight limit. AB 1944 would create a new standard that allows for an axle weight limit for zero emission buses to be up to 25,000 pounds for zero emission buses purchased by specified dates. Specifically, AB 1944 would create the following limits for buses purchased by specified dates, which is similar to prior law:</p> <ul style="list-style-type: none"> • Purchases made from January 1, 2027, to December 31, 2027, the limit would be 25,000 pounds. • Purchases made from January 1, 2028, to December 31, 2029, the limit would be 24,000 pounds. 	<p>Assembly Print</p>	<p>SUPPORT</p>

	Subject	Status	Recommended Position
	<ul style="list-style-type: none"> • Purchases made from January 1, 2030, to December 31, 2031, the limit would be 23,000 pounds. • Purchases made after January 1, 2031, the limit would be 22,000 pounds. 		
<p><u>AB 1599</u> (Ahrens D) Public transit: California Transit Stop Registry: transit datasets.</p>	<p>AB 1599 requires Caltrans to establish a centralized California Transit Stop Registry and directs Caltrans to assign a unique identifier to each transit stop. All transit operators would be required to include that identifier as part of their route information.</p> <p>While the intent of this measure is sincere in its effort to provide consistent data on transit services across the state, implementation of this measure raises several questions. The primary concern is the cost to incorporate the transit stop identifier on each transit stop and any printed material. In addition, it is unclear how any errors or conflicts between the information in the Registry and the actual location of a transit stop are resolved. We will be working with CTA and the author's office to address these questions.</p>	Assembly Transp	WATCH
<p><u>SB 1166</u> (Arrequin D) Alameda-Contra Costa Transit</p>	<p>SB 1166 proposes to vest with the Public Employment Relations Board (PERB) with jurisdiction to enforce certain provisions relating to employer-employee relations between the Alameda-Contra Costa Transit District (AC Transit) and its employees.</p>	SENATE L., P.E. & R.	WATCH

	Subject	Status	Recommended Position
District: employee relations.	This measure is similar to prior bills that placed with PERB employer -employee relations for Santa Clara VTA, BART, and Sacramento RT, among others.		
<p>SB 1408 (Arrequín D) Local Transportation Authority and Improvement Act: Contra Costa Transportation Authority.</p>	<p>The Contra Costa Transportation Authority (CCTA) is sponsoring SB 1408. The main purpose of this bill would authorize CCTA to place up to a 1% sales tax on the ballot, and allow for a sales tax measure to be placed on the ballot via a citizen initiative. This authority would sunset on January 1, 2045.</p> <p>However, SB 1408 also contains provisions that greatly expand CCTA's oversight of transit operations. The bill would place the coordination of all transit service under the control of CCTA. The language would declare CCTA to be a transit district and authorizes it to operate transit service. SB 1408 does not directly allow CCTA to receive STA operating revenue, but enacting this bill would allow CCTA seek the receipt of STA funds. CCTA's intent behind the need for this broad new authority is unclear.</p>	Senate Transp.	WATCH

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<p><u>AB 1337</u> (<u>Ward D</u>) Information Practices Act of 1977.</p>	<p>AB 1337 requires each local agency in the state to comply with the Information Practices Act (IPA) and subjects the IPA to more types of personal information to regulation under the law.</p> <p>The IPA governs the collection, maintenance, and disclosure of personal information by California state agencies. The statute was passed in 1977 and has largely remained unchanged. The IPA does not currently apply to local agencies.</p> <p>AB 1337 would require all local agencies to comply with the IPA and expands the definition of “personal information” in the IPA to mirror the more comprehensive definition included in the California Consumer Privacy Act, which governs collection and disclosure of personal data by private companies.</p> <p>The cost to comply with the requirements in AB 1337 could be significant.</p>	<p>Senate Judiciary</p> <p>Two-Year Bill</p>	<p>OPPOSE</p>
<p><u>AB 1837</u> (<u>González, Mark D</u>) Video imaging of parking violations.</p>	<p>Existing law authorizes transit operators, until January 1, 2027, to use forward facing video cameras to issue tickets based on video images for illegally parking in bus only lanes and at bus stops.</p>	<p>Assembly Print</p>	<p>CO-SPONSOR</p>

Bill	Subject	Status	Adopted Position
	The California Transit Association is sponsoring AB 1837 to repeal the sunset date on this authority. In addition, AB 1837 would expand this authority to allow these cameras to issue tickets to vehicles illegally parked in a bike lane and for vehicles double parked.		