

# PLATINUM | ADVISORS

May 15, 2025

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position
<b><u>AB 1337</u></b> <b><u>(Ward D)</u></b> Information Practices Act of 1977.	<p>This bill requires each local agency in the state to comply with the Information Practices Act (IPA) and subjects 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 since then, despite significant changes in how personal information is collected and used by private companies and government agencies. The IPA does not currently apply to local agencies. This bill requires 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 CCPA, which governs collection and disclosure of personal data by private companies.</p>	ASSEMBLY APPPROPRIATIONS Suspense File	Watch

Bill	Subject	Status	Recommended Position
<p><b>SB 63</b>  <b>(Wiener D)</b>            San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>SB 63 is in Senate Appropriations where it has been placed on the Suspense File. However, SB 63 will not be held on the Suspense File.</p> <p>SB 63 would authorize a 10- to 15-year regional public transportation operations sales tax measure on the November 2026 ballot in the Counties of Alameda, Contra Costa, and San Francisco, with the option for the Counties of San Mateo and Santa Clara to be added.</p> <p>The Board will consider changing its position from Watch to Support &amp; Seek Amendments. Senator Arreguin has expressed his support to ensuring AC Transit receives an equitable share of funds and that the proposed amendments will be thoughtfully considered. The changes proposed by AC Transit include the following:</p> <ul style="list-style-type: none"> <li>• Seeking an equitable allocation of funds and providing direction that the allocation of revenue should at a minimum proportionally address the operating deficit of each specified operator.</li> <li>• create a distinct governing body that includes those MTC governing board members that represent the counties covered by the special district, and include representation from transit operators and the county transportation authorities.</li> </ul>	<p>SENATE APPROPRIATIONS Suspense File</p>	<p>Support &amp; Seek Amendments</p> <p>Current Position: Watch</p>

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	<ul style="list-style-type: none"> <li>• Protect transit operators from the costs associated with mitigating the impacts identified in a Title VI review for programs or projects specified in the 2021 Bay Area Transit Transformation Action.</li> <li>• Add language building a stronger partnership between transit operators and MTC by codifying the Regional Network Management Council.</li> <li>• Address issues of accountability with respect implementing SB 63</li> </ul>		
<p><b><u>SB 79</u></b> <b>(Wiener D)</b> Local government land: public transit use: housing development: transit-oriented development.</p>	<p>The intent of SB 79 is to promote housing and mixed-use development projects near transit services, particularly on parcels owned or controlled by a transit operator. The bill was amended to apply only to parcels near rail service and bus rapid transit corridors.</p> <p>The goal is to not only promote housing near transit but also create a mechanism for these development projects to generate revenue for transit operators. The size and density of these development projects depends on the type of transit service located within ¼ mile of the project site.</p>	<p>SENATE APPROPRIATIONS</p>	<p>Watch</p>

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<b><u>AB 339</u></b> <b>(Ortega D)</b> Local public employee organizations: notice requirements.	AB 339 was approved by a 4-0 vote by the Assembly Labor Committee. AB 339 would require a public agency to notify employee organizations at least 120 days before posting a request for proposals for services that are within the scope of services that can be performed by an employee organization.	ASSEMBLY APPROPRIATIONS Suspense File	Watch
<b><u>AB 394</u></b> <b>(Wilson D)</b> Crimes: public transportation providers.	<p>This measure would expand existing law regarding battery of a transit operator or transit passenger to also include an employee or contractor of a public transit provider.</p> <p>In addition, AB 394 was amended to remove the prohibition order language; however, the amendments would allow a restraining order to be issued against an individual who commits battery against, or stalking of, a transit employee, to be enforceable across the entirety of the public transit system.</p>	ASSEMBLY APPROPRIATIONS Suspense File	Support
<b><u>AB 1070</u></b> <b>(Ward D)</b> Transit districts: governing boards: compensation: nonvoting members.	<p>The author pulled AB 1070 from the Assembly Local Government Committee agenda, making it a two-year bill.</p> <p>This proposal would require ALL transit governing board members to demonstrate that they use public transit in order to be compensated for serving on the transit board. In</p>	ASSEMBLY LOCAL GOVERNMENT Two-Year Bill	Watch

Bill	Subject	Status	Adopted Position
	<p>addition, the bill would require the addition of 2 non-voting members to governing boards. The seats would be reserved for a representative of transit user groups, and a seat represented by the labor organization representing the majority of employees. Both non-voting members would have two alternates each. The nonvoting members may be excluded from any discussions regarding labor negotiations</p>		
<p><b><u>SB 63</u></b> <b>(Wiener D)</b> San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>SB 63 is in Senate Appropriations, and it will likely be placed on the Suspense File. However, SB 63 will not be held on the Suspense File.</p> <p>SB 63 would authorize a 10- to 15-year regional public transportation operations sales tax measure on the November 2026 ballot in the Counties of Alameda, Contra Costa, and San Francisco, with the option for the Counties of San Mateo and Santa Clara to be added.</p> <p>While there remain missing pieces, SB 63 is moving forward as negotiations continue.</p> <p>The Senate Transportation and the Revenue &amp; Taxation Committee approved SB 63. Amendments were taken in both committees. The amendments include the following changes:</p> <ul style="list-style-type: none"> <li>• Strike language relating to the Transit Operations Financial Responsibility and Implementation Plan.</li> </ul>	<p>SENATE APPROPRIATIONS</p>	<p>Watch</p>

Bill	Subject	Status	Adopted Position
	<ul style="list-style-type: none"> <li>Clarify that the provisions of the title only apply to the counties identified in the creation of the Transportation Revenue Measure District.</li> <li>Direct MTC to report to the Legislature by March 31, 2026 on its forecast of the impacts to ridership on AC Transit, BART, Caltrain, and Muni from planned transportation projects and strategies included in its adopted regional transportation plan, with an emphasis on rail connectivity projects that may increase ridership, reduce operating costs, or help with enhanced mobility.</li> <li>Adds a legislative finding and declaration that “the San Francisco Bay Area also needs to prioritize increasing ridership to ensure the region’s transit network is sustainable.”</li> </ul>		
<b>SB 71</b> <b>(Wiener D)</b> California Environmental Quality Act: exemptions: transit projects.	<p>SB 71 is pending in the Senate Appropriations Committee’s Suspense File. While this bill is on Suspense, the expectation is this measure will move forward.</p> <p>SB 71 would repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. In addition to making additional clarifying changes, SB 71 would add to the list of exemptions a transit comprehensive operational analysis, transit route readjustment, or other transit agency route addition, elimination, or modification. The bill defines a transit comprehensive plan to include a plan that redesigns or modifies a transit</p>	SENATE APPROPRIATIONS Suspense File	Support

Bill	Subject	Status	Adopted Position
	operator's or local agency's public transit service network, including the routing of fixed route and micro transit services		
<b><u>SB 239</u></b> <b>(<u>Arreguín D</u>)</b> Open meetings: teleconferencing: subsidiary body.	SB 239 was amended in the Senate Local Government Committee to add a sunset date.  This bill would allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation if specified conditions are met. SB 239 would not apply to a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets.	SENATE FLOOR	Support
<b><u>SB 419</u></b> <b>(<u>Caballero D</u>)</b> Hydrogen fuel.	SB 419 would, starting on January 1, 2026, exempt the state portion of sales tax from the purchase or use of hydrogen used as a transportation fuel. This exemption would not apply to locally imposed sales taxes.	SENATE APPROPRIATIONS	Support
<b><u>SB 752</u></b> <b>(<u>Richardson D</u>)</b> Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill would extend by two years the sunset date on the existing state sales tax exemption on the purchase of zero emission transit buses. The current exemption is set to expire on January 1, 2026. This bill would push it back to January 1, 2028.	SENATE APPROPRIATIONS	Support