

# PLATINUM | ADVISORS

March 30, 2026

**TABLE 1: BOARD ACTION ITEMS**

	Subject	Status	Recommended Position
<p><b><u>AB 2168</u></b> <b>(<u>Wicks D</u>)</b> Active Transportation Program: guidelines</p>	<p>AB 2168 was recently amended to contain a proposal being sponsored by the California Bicycle Coalition (CalBike). This measure would amend the Active Transportation Program to emphasize the need for ATP projects that increase access to public transit.</p> <p>AB 2168 also directs the CTC in developing the ATP guidelines to incentivize the use of state transportation improvement program funds for large scale ATP projects, particularly projects that advance safe routes to schools and public transit.</p> <p>In addition, AB 2168 includes language stating the ATP guidelines should include penalties for applicants that received ATP funds but have not used the funds in a timely manner.</p>	<p>Assembly Transp</p>	<p>SUPPORT</p>

**TABLE 2: BOARD ADOPTED ITEMS**

Bill	Subject	Status	Adopted Position
<p><b><u>AB 1337</u></b> <b>(Ward D)</b> 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><b><u>AB 1599</u></b> <b>(Ahrens D)</b> Public transit: California Transit Stop Registry: transit datasets.</p>	<p>The Assembly Transportation Committee unanimously approved AB 1599. While CTA did state they will be working with the author to address areas of concern, there was no opposition to this bill.</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</p>	<p>Assembly Appropriations</p>	<p>Watch</p>

Bill	Subject	Status	Adopted Position
	<p>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>		
<p><b><u>AB 1837</u></b> <b>(González, Mark D)</b> Video imaging of parking violations.</p>	<p>At the Assembly Transportation hearing members did ask if any tickets using this technology were sent to the wrong vehicle owner. This is based on reports that some ALPR systems have erroneously sent citations. Even with these questions AB 1837 was approved on a vote of 14-1.</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>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</p>	<p>Assembly Privacy</p>	<p>CO-SPONSOR</p>

Bill	Subject	Status	Adopted Position
	illegally parked in a bike lane and for vehicles double parked.		
<p><b><u>AB 1944</u></b> <b>(Lee D)</b> Zero-emission transit buses: axle weight.</p>	<p>Assembly Transportation Committee approved AB 1944 on a vote of 15-1.</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"> <li>• Purchases made from January 1, 2027, to December 31, 2027, the limit would be 25,000 pounds.</li> <li>• Purchases made from January 1, 2028, to December 31, 2029, the limit would be 24,000 pounds.</li> <li>• Purchases made from January 1, 2030, to December 31, 2031, the limit would be 23,000 pounds.</li> <li>• Purchases made after January 1, 2031, the limit would be 22,000 pounds.</li> </ul>	Assembly Print	SUPPORT

Bill	Subject	Status	Adopted Position
<p><b>SB 1166</b> <b>(Arreguín D)</b> Alameda-Contra Costa Transit District: employee relations.</p>	<p>SB 1166 was approved by the Senate Labor Committee on a 4-1 vote. The bill moves next to the Senate Judiciary Committee for a hearing on April 7<sup>th</sup>.</p> <p>This bill 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> <p>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>	<p>Senate Judiciary.</p>	<p>Watch</p>
<p><b>SB 1408</b> <b>(Arreguín D)</b> 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 contained provisions that greatly expand CCTA’s oversight of transit operations. The bill proposed to place the coordination of all transit service under the control of CCTA. The language would declare CCTA to be a transit district and authorize it to operate transit service.</p> <p>AC Transit lead an effort, in partnership with the other transit operators in Contra Costa County, to</p>	<p>Senate Transp.</p>	<p>Watch</p>

Bill	Subject	Status	Adopted Position
	work with CCTA on addressing concerns with the language as introduced. The section of the bill containing this language has been removed from SB 1408, and all parties have agreed to continue to work together on reaching a consensus.		