

PLATINUM | ADVISORS

June 18, 2026

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position
<u>SB 741</u> (<u>Blakespear D</u>) Low Carbon Transit Operations Program.	Senator Blakespear recently gutted and amended SB 741 to simplify and streamline the use of Low Carbon Transit Operations Program (LCTOP) funds. Senator Blakespear has been actively involved in protecting public transit funding. The content of SB 741 was developed in consultation with the California Transit Association. The bill makes numerous changes to the LCTOP statute that will make it easier for transit operators to use these funds. SB 741 eliminates the bureaucratic hurdles operators face in drawing down these funds, and it removes CARB from the oversight process. It also allows operators to indefinitely apply the use of LCTOP funds on a specific route. Specifically, SB 741 simplifies the definition of an eligible expenditure to include: • Maintenance or expansion of bus, rail, or ferry services, including, but not limited to, equipment acquisition, vehicles, fueling, maintenance, and other costs to operate bus, rail, and ferry services. • Transit fare subsidies, including reduced or free student passes.	Assembly Transp	SUPPORT

Bill	Subject	Status	Recommended Position
	network and fare integration improvements. SB 741 also reduces the reporting requirements tied to drawing these funds down. As amended, a transit operator must simply submit to Caltrans a list describing how LCTOP funds would be used.		

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<u>SB 830</u> (<u>Arreguín D</u>) Public Transit Revenue Measure District: revenue measure: election procedures.	Senator Arreguín gutted and amended SB 830 in order ensure there is consistency and transparency in how the SB 63 regional tax measure appears on the ballot. SB 830 would uniformly title the measure as a Regional Transit Measure, and as a regional measure it is placed immediately after statewide measures and before local measures. SB 830 also allows the ballot pamphlet in each county to contain different ballot arguments in support and opposition that speak to the unique needs of each county.	Assembly Floor	SUPPORT
<u>AB 1337</u> (<u>Ward D</u>) Information Practices Act of 1977.	AB 1337 was re-referred from the Senate Judiciary Committee, where it failed passage last year, to the newly created Senate Privacy Committee. AB 1337 is set to be heard by the Senate Privacy Committee on June 22nd.	Senate Privacy	OPPOSE

Bill	Subject	Status	Adopted Position
	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. AB 1337 was amended on June 1st, to recast provisions already in the bill. The bill would still 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. The cost to comply with the requirements in AB 1337 could be significant. It is also unclear how the provisions in AB 1337 would apply to other sections of law that apply to local governments that contain privacy protections requirements that may conflict with the revised IPA.		
<u>AB 1599</u> (Ahrens D) Public transit: California Transit Stop Registry: transit datasets.	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. While the intent of this measure is sincere in its effort to provide consistent data on transit services	Senate Transp June 23	Watch

Bill	Subject	Status	Adopted Position
	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.		
<u>AB 1821</u> <u>(Pacheco D)</u> California Public Records Act: agency response time.	As approved by the Assembly, AB 1821 converts the California Public Records Act's (CPRA) requirement to confirm that disclosable records are in the possession of the public agency must be done within 10 and 14 business days rather than currently required within calendar days. The bill was amended on June 10th, to add a new section on the processing requests and the ability to collect fees for processing requests. As amended the bill includes the following new provisions: • An agency shall designate a physical office location and a specified email address for the submission of requests. • If the agency finds that a request was not submitted through a method of submission that was designated by the agency, the request shall not be deemed as properly requested at the time of submission and	Senate Judiciary	Support

Bill	Subject	Status	Adopted Position
	shall not be subject to any timelines under this chapter. • If an agency determines that a request is a commercial use request, the requester shall submit to the agency, in addition to any other applicable fees, a payment of fees to cover cost of the search and review time for the request. A fee cannot be collected from a governmental entity, school, scientific research, or news media. • An agency may petition the superior court for a determination that a requester submitted a request with malicious intent, including for the purpose of delaying the agency. • The payment of fees shall include an administrative fee of \$22.35 per hour, and a professional fee of \$66.26 per hour. • “Commercial use request” means a request from or on behalf of a person who seeks information for a use or purpose that furthers the commercial, trade, or profit interests of the requester. • “Representative of the news media” means a person who regularly gathers, prepares,		

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	collects, photographs, records, writes, edits, reports, or publishes news or information that concerns local, national, or international events or other matters of public interest for dissemination to the public for a substantial portion of the person's livelihood or for substantial financial gain.		
<u>AB 1837</u> <u>(González, Mark D)</u> Video imaging of parking violations.	AB 1837 was amended in the Assembly Privacy Committee to extend rather than repeal the sunset date. The bill now extends the sunset date from December 31, 2026, to December 31, 2034. The committee analysis expressed concerns that the reports submitted did not adequately address privacy issues. The amendments would also prohibit an operator from commencing this program when the sunset date is less than two years away. The reports submitted by operators must also include "precise" data used to draw conclusions in the report. Language was also added increasing privacy protections by prohibiting the use of facial recognition systems and prohibiting access to the data by federal authorities. The video evidence must also blur out non-relevant license plates and pedestrians.	Senate Transp June 23 rd	Co-Sponsor

Bill	Subject	Status	Adopted Position
<u>AB 1941</u> (González, Mark D) Organized metal theft.	AB 1941 would create a new crime for organized metal theft. The bill is based on laws covering organized retail theft. This bill would allow prosecutors to bring enhanced charges for coordinated or repeated thefts. The bill also supports improved information sharing among law enforcement agencies, public agencies, and private entities such as telecommunication companies and junk dealers and recyclers through a statewide database to help identify patterns, connect cases, and dismantle theft rings.	Senate Public Safety June 23rd	Support
<u>AB 1944</u> (Lee D) Zero-emission transit buses: axle weight.	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: • 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.	Senate Floor	SUPPORT

Bill	Subject	Status	Adopted Position
	• 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.		
<u>AB 2168</u> (Wicks D) Active Transportation Program: guidelines	This measure would amend the Active Transportation Program to emphasize the need for ATP projects to increase access to public transit. AB 2168 expands the types of projects eligible for ATP funding to include projects that provide access to transit and requires the California Transportation Commission (CTC), on or after January 1, 2028, to include in its ATP guidelines penalties for failure to use ATP funds in a timely manner.	Senate Transp	Support
<u>SB 1166</u> (Arreguín D) Alameda-Contra Costa Transit District: employee relations.	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. This measure is similar to prior bills that were placed with PERB employer -employee relations for Santa Clara VTA, BART, and Sacramento RT, among others.	Assembly Public Employment June 24 th	Watch
<u>SB 1218</u> (Arreguín D)	SB 1218 would require the Department of Motor Vehicles (DMV) to refuse to renew vehicle	Assembly Transp June 29 th	Support

Bill	Subject	Status	Adopted Position
Refusal of registration: illegal dumping violation penalties.	registration if the registered owner or lessee has unpaid illegal dumping penalties. Senator Arreguin is pursuing this proposal in an effort to give local government more effective enforcement tools to ensure that individuals cited for dumping actually pay their fines. This bill is sponsored by the City of Oakland where illegal dumping has been a persistent problem.		
<u>SB 1408</u> (Arreguin D) Local Transportation Authority and Improvement Act: Contra Costa Transportation Authority.	The Contra Costa Transportation Authority (CCTA) is sponsoring SB 1408. 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. As introduced, Section 1 of the bill would have named CCTA a transit operator and would have placed transit coordination powers with the authority, among other questionable provisions. These provisions have been removed from the bill, and will not be added back into SB 1408. With these amendments all other transit operators in Contra Costa County support this bill.	Assembly Rev & Tax June 29 th	Support