

PLATINUM

ADVISORS

July 8, 2026

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position
AB 1833 (McKinnor D): Consumer Driving Data Protection Act of 2026.	This bill amends California’s Proposition 103 (1988) to allow drivers to voluntarily use smartphone apps or vehicle telematics to establish a personal driving safety record for auto insurance pricing. Drivers must explicitly opt in, and the telematics data can only be used for insurance rating. Additionally, the bill caps data retention at six months, strictly prohibits audio or video recording of passengers, and grants enforcement authority to the State Insurance Commissioner. While this legislation may have some marginal impact on the driving behavior of the general public, there is no direct benefit to the District and it is unclear what kind of ancillary benefits this legislation may provide to the District.	Assembly Privacy	WATCH

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<u>SB 741</u> (Blakespear D) 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. 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. However, purchasing vehicles must be consistent with the ICT Rule. • Transit fare subsidies, including reduced or free student passes. • network and fare integration improvements. Recipients must still comply with the existing disadvantaged communities requirements. 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.	Assembly Appr	SUPPORT

Bill	Subject	Status	Adopted Position
<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. 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.	Senate Privacy	OPPOSE
<u>AB 1599</u> <u>(Ahrens D)</u> Public transit:	AB 1599 requires Caltrans to establish a centralized California Transit Stop Registry and directs Caltrans to assign a unique identifier to	Senate Appr	Watch

Bill	Subject	Status	Adopted Position
California Transit Stop Registry: transit datasets.	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 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. However, these new provisions were removed prior to the hearing by Senate Judiciary.	Senate Appr	Support
<u>AB 1837</u> <u>(González, Mark D)</u>	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	Senate Appr	Co-Sponsor

Bill	Subject	Status	Adopted Position
Video imaging of parking violations.	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.		
<u>AB 1944</u> <u>(Lee D)</u> 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:	Senate Floor	SUPPORT

Bill	Subject	Status	Adopted Position
	• 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. • 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> <u>(Wicks D)</u> Active Transportation Program: guidelines	Starting after January 1, 2028, AB 2168 amends 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. AB 2168 was also amended to require an applicant to consult with the transit operator providing service in the corridor where an ATP project is located. The consultation must provide project information, expected impact on the transit	Senate Transp	Support

Bill	Subject	Status	Adopted Position
	route, and a statement that the applicant will continue consultation with the transit agency should the grant be awarded.		
<u>SB 830</u> (Arreguín D) 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.	Signed by Governor	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 Appr	Watch
<u>SB 1218</u> (Arreguín D) Refusal of registration: illegal	SB 1218 would require the Department of Motor Vehicles (DMV) to refuse to renew vehicle	Assembly Appr	Support

Bill	Subject	Status	Adopted Position
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 Floor	Support