

PLATINUM | ADVISORS

September 15, 2025

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position
<u>AB 1250</u> <u>(Papan D)</u> Transit operators: paratransit: recertification of eligibility.	AB 1250 was gutted and amended on April 10th to prohibit a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility. AB 1250 was amended on June 30th to address concerns expressed by transit operators. With these amendments the California Transit Association now supports the bill. As amended, the bill requires transit operators, by June 1, 2027, to use a streamlined recertification process, for persons who have previously been determined to be eligible for paratransit service to have their eligibility reviewed. The streamlined recertification process must utilize a telephone interview, mail-in form, or online survey and may only collect the following information: • Physical address; • Mailing address, if different from physical address;	ASSEMBLY ENROLLMENT	Support

Bill	Subject	Status	Recommended Position
	• Emergency contact; • Phone number; • Updated mobility devices; • Status of disability, with identification of any worsening of the person's disability, any additional disability, any changes to the person's functional abilities, and any changes to the person's use of an assistive device.		

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<u>AB 339</u> (Ortega D) Local public employee organizations: notice requirements.	AB 339 was approved by the Senate Appropriations Committee with amendments that scale back the scope of the bill. As amended, the bill would require a public agency to provide 45 days' notice to a recognized employee organization regarding contracts for services that are within the scope of work of job classifications represented by the recognized employee organization. The amendments also remove the requirements to meet and confer and exempt public works projects.	ENROLLED AND PRESENTED TO THE GOVERNOR	Watch

Bill	Subject	Status	Adopted Position
<u>AB 394</u> <u>(Wilson D)</u> Crimes: public transportation providers.	Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Enrollment: 9/12/2025)	ASSEMBLY ENROLLMENT	Support

Bill	Subject	Status	Adopted Position
<u>AB 1070</u> <u>(Ward D)</u> Transit districts: governing boards: compensation: nonvoting members.	The author pulled AB 1070 from the Assembly Local Government Committee agenda, making it a two-year bill. 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 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	ASSEMBLY LOCAL GOVERNMENT Two-Year Bill	Watch

Bill	Subject	Status	Adopted Position
<u>AB 1141</u> (Lee D) Alameda-Contra Costa Transit District: board of directors: election: compensation.	Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Chaptered: 7/28/2025)	ASSEMBLY CHAPTERED	Sponsor

Bill	Subject	Status	Adopted Position
<u>AB 1337</u> (<u>Ward D</u>) Information Practices Act of 1977.	AB 1337 was not heard by the Senate Committee on Judiciary, and it is now considered a two-year bill. This bill 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. 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 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. The cost to comply with the requirements in AB 1337 could be significant.	SENATE JUDICIARY Two-Year Bill	OPPOSE

SB 63 (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.	Would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of ½-cent in each of the above-described counties located within the district and 1 cent in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo	SENATE ENROLLMENT	Support & Seek Amendments
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Bill	Subject	Status	Adopted Position
	County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. (Enrollment: 9/13/2025)		
<u>SB 71</u> (Wiener D) California Environmental Quality Act: exemptions: transit projects.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Enrolled: 9/12/2025)	SENATE ENROLLMENT	Support

<u>SB 79</u> (Wiener D) Local government land: public transit use: housing development: transit-oriented development.	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide	SENATE ENROLLMENT	Support
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	for the jurisdiction’s share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These		
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Bill	Subject	Status	Adopted Position
	provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws. (Enrollment: 9/12/2025)		
<u>SB 239</u> (Arreguín D) Open meetings: teleconferencing: subsidiary body.	<i>The provisions in SB 239 were added to SB 707, which is a comprehensive overhaul of Brown Act provisions related to remote participation.</i> SB 239 proposed to 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 Inactive File	Support

Bill	Subject	Status	Adopted Position
SB 419 (Caballero D) Hydrogen fuel.	Would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. (Enrolled: 9/12/2025)	SENATE ENROLLMENT	Support

Bill	Subject	Status	Adopted Position
<u>SB 707</u> (Durazo D) Open meetings: meeting and teleconference requirements.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws. (Enrollment: 9/13/2025)	SENATE ENROLLMENT	Oppose Unless Amended

Bill	Subject	Status	Adopted Position
<u>SB 752</u> (Richardson D) 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 Held on Suspense	Support

<u>SB 827</u> <u>(Gonzalez D)</u> Local agency officials: training.	Current law imposes ethics training on specified local agency officials. Current law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, as specified, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish post clear instructions and contact information for requesting the training records on its internet website, as specified. This bill would additionally require all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described. The bill would require the training to be received at least once every 2 years, as provided. The bill would exempt from these requirements specified local agency officials if they are in compliance with existing education requirements specific to their positions. This bill would authorize a local agency or an association of local agencies to contract with or otherwise collaborate with a provider of a training	SENATE ENROLLMENT	Support
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Bill	Subject	Status	Adopted Position
	course to offer one or more training courses, or sets of self-study materials with tests, to its local agency officials to meet the training requirement, as described. The bill would require the training courses and materials to be developed in consultation with experts in local government finance. finance, as specified. (Enrolled: 9/12/2025)		