

PLATINUM | ADVISORS

October 28, 2025

TABLE 1: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<u>AB 339</u> (Ortega D) Local public employee organizations: notice requirements.	As sent to the Governor AB 339 was amended to 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.	Signed Into Law Chapter #687, Statutes of 2025	Watch
<u>AB 394</u> (Wilson D) Crimes: public transportation providers.	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. This bill also expands the workplace violence restraining order provisions to expressly permit a judge, at their discretion, to issue a TRO or restraining order that prohibits the subject of the order from the entirety of the public transit system.	Signed Into Law Chapter #147, Statutes of 2025	Support

Bill	Subject	Status	Adopted Position
<p><u>AB 1070</u> (Ward D) Transit districts: governing boards: compensation: nonvoting members.</p>	<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 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>ASSEMBLY LOCAL GOVERNMENT Two-Year Bill</p>	<p>Watch</p>
<p><u>AB 1250</u> (Papan D) Transit operators: paratransit: recertification of eligibility.</p>	<p>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. 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</p>	<p>Signed Into Law Chapter #725, Statutes of 2025</p>	<p>Support</p>

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	<p>online survey and may only collect the following information:</p> <p>Physical address;</p> <p>Mailing address, if different from physical address;</p> <p>Emergency contact;</p> <p>Phone number;</p> <p>Updated mobility devices;</p> <p>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.</p>		
<p><u>AB 1337</u> <u>(Ward D)</u> Information Practices Act of 1977.</p>	<p>AB 1337 was not heard by the Senate Committee on Judiciary, and it is now considered a two-year bill.</p> <p>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.</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>Senate Judiciary</p> <p>Two-Year Bill</p>	<p>OPPOSE</p>

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	<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><u>SB 63</u> (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>SB 63 would authorize a 14-year sales tax to fund regional public transportation operations that will be placed on the November 2026 ballot in the Counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The bill also outlines maintenance of effort requirements, a financial review of the transit operators, and accountability provisions.</p> <p>Governor Newsom issued a signing letter for SB 63 and other local transit funding measures. In the letter he stressed, “...<i>the transit systems supported by these bills bear the responsibility of showing how the additional revenues, if approved by the voters, will produce tangible outcomes and measurable results.</i>”</p>	<p>Signed Into Law Chapter #740, Statutes of 2025</p>	<p>Support</p>
<p><u>SB 71</u> (Wiener D) California Environmental Quality Act:</p>	<p>SB 71 was amended to extend, not repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from</p>	<p>Signed Into Law Chapter #742, Statutes of 2025</p>	<p>Support</p>

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exemptions: transit projects.	<p>CEQA. The new sunset date is set for January 1, 2040.</p> <p>Specifically, this bill</p> <p>Expands these exemptions to include, among others, Tier 4 or cleaner locomotives in specified areas, shuttles and ferries and projects outside of urbanized areas or clusters.</p> <p>Retains a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low- nitrogen oxide (NOx) technology.</p>		
<p><u>SB 79</u> <u>(Wiener D)</u> Local government land: public transit use: housing development: transit-oriented development.</p>	<p>SB 79 would allow more homes to be built near major public transportation stops and on land owned by transit agencies.</p> <p>SB 79 allows for upzoning land for multi-family homes up to 75 feet within a half mile of specified major train stations. SB 79 also authorizes local transit agencies to develop on land they own. Under SB 79 all TODs are eligible for the streamlined ministerial approvals process if they meet the law’s environmental, labor, and affordability standards.</p> <p>Governor Newsom issued a signing letter for SB 79 where he stressed, “<i>California has poured billions into public transit without building the housing density needed for those systems to reach their potential. SB 79 helps</i></p>	Signed Into Law Chapter #512, Statutes of 2025	Support

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	<i>change that by focusing more homes near rail stations...."</i>		
SB 239 (Arreguín D) Open meetings: teleconferencing: subsidiary body.	<p><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></p> <p>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.</p>	SENATE FLOOR Inactive File	Support
SB 419 (Caballero D) Hydrogen fuel.	<p>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.</p> <p>While the Governor lauded the intent of this measure to incentivize zero emission vehicles, his veto message pointed to the state deficit and precarious fiscal outlook as the reason he could not sign it into law.</p>	Vetoed	Support
SB 707 (Durazo D) Open meetings: meeting and teleconference requirements.	<p>SB 707 makes numerous changes to the rules governing local agency public meetings pursuant to the Ralph M. Brown Act (Brown Act) to, among other things, increase public access and extend teleconferencing flexibilities.</p>	Signed Into Law Chapter #327, Statutes of 2025	Oppose Unless Amended

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	AC Transit was seeking amendments to clarify and address concerns with requirements in the bill related to translation requirements. While amendments to SB 707 partially address the District concerns, it was a compromise, and a sunset date was added to the bill to address any issues that arise over the next four years.		
<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> (Gonzalez D) Local agency officials: training.	SB 827 makes changes to existing ethics training requirements for local officials including, adding any department head or similar administrative office to the list of local officials that must complete ethics training, In addition, SB 827 would require specified fiscal and financial training provisions.	Signed Into Law Chapter #661, Statutes of 2025	Support