

PLATINUM | ADVISORS

Meeting of October 23, 2026

To: Chris Snyder, Chair, Governmental Affairs and Public Information Committee
David A. Rabbitt, President, Board of Directors
Denis J. Mulligan, General Manager

From: Platinum Advisors, LLC

Subject: STATE UPDATE FROM THE DISTRICT'S LEGISLATIVE ADVOCATES, PLATINUM ADVISORS, LLC

California lawmakers wrapped the 2026 legislative session after a chaotic final stretch that pushed work into the morning of September 1. A record number of late amendments triggered the state's 72-hour review requirement, forcing lawmakers to return on September 1 to finish action on a handful of remaining measures.

This year, 71 bills were amended with 72 hours left in the session. While most were budget-related trailer bills, these 71 measures did not see the light of day until the final hours of the session. In addition, several of these bills were "not in print" until the early morning hours of Saturday, August 29, which meant they could not be voted on until September 1, well after the midnight deadline. Bills containing an urgency clause are exempt from the midnight deadline, allowing the Legislature to recess until Tuesday morning to take up the remaining bills.

In the final week of the session, the Legislature sent 900 bills to the Governor's desk. In total, 1,040 bills were sent to the Governor's desk this year. While the state's fiscal outlook is uncertain, the veto rate this year was low. Governor Newsom vetoed 120 bills, or only 12%. Of note, the Governor signed the last two of the 920 bills at the Golden Gate Bridge.

The Legislature may not be finished after all. The failure of the wildfire package leaves open the possibility that Newsom could summon lawmakers back to Sacramento for a special session to revive that deal, and potentially to address artificial intelligence (AI) safety. For now, the Legislature is not expected to return until December 7 for an organizational session to swear in new and returning members and elect a Speaker and President pro Tempore for the 2027–28 session.

SB 607 Signed: Bridge Seismic Financing

SB 607 (Wiener) was signed by Governor Newsom on September 30 and chaptered as Chapter 972, Statutes of 2026. The measure gives the District an explicit, additional pathway to accept public contributions and loans for capital improvements or modifications relating to the Golden Gate Bridge's seismic safety.

The law allows the District to authorize these arrangements by Board resolution, specifying the purpose and applicable loan limits, duration and interest rate. It also expressly permits toll revenues to be pledged for repayment and related loan contracts to be executed.

Brown Act Cleanup

Last year, SB 707 (Durazo) was enacted, making numerous changes to the Brown Act regarding remote participation. The bill also enacted changes requiring agendas to be translated into several languages. This year, the Legislature approved SB 1187, and the Governor signed it into law. SB 1187 repeals the language access requirements included in SB 707.

PEPRA Changes

AB 1383 (McKinnor) wound its way through the Legislature and was placed on the Governor's desk. This measure proposed to make several changes to the Public Employees' Pension Reform Act (PEPRA) that would establish new pension compensation limits. Governor Newsom vetoed this measure. In his veto message, the Governor stated, "PEPRA was a necessary reform born in a crisis exacerbated by past policy decisions." He added, "This is an era of California history I do not wish to repeat. I fear undoing PEPRA's reforms, even partially, risks us doing exactly that."

Transit Funding: Enacted Budget and Remaining Pressure

On climate, lawmakers reached a narrower compromise after months of disagreement over the state's cap-and-invest program.

For the 2026–27 fiscal year, the amount of auction revenue for Tier 3 programs will be drastically reduced. The cap-and-invest agreement is contained in AB 113, the budget bill junior, and SB 193, the greenhouse gas trailer bill. The Governor has signed these bills into law.

The 2026-27 budget provides \$230 million in one-time Greenhouse Gas Reduction Fund support for the Zero-Emission Transit Capital Program (ZETCP), addressing the omission in the January proposal. Regional transportation planning agencies will distribute these funds for eligible vehicle purchases and operating costs.

The enacted budget assumes \$95 million for the Transit and Intercity Rail Capital Program (TIRCP) and \$47 million for the Low Carbon Transit Operations Program (LCTOP). Final allocations depend on auction receipts.

Separately, the state previously authorized up to \$590 million in bridge loans through MTC for BART, SFMTA, Caltrain and AC Transit. The Golden Gate District is not among the eligible agencies identified for that program.

Several other climate and energy fights fell short. Proposals dealing with oil refinery closure plans, wartime gasoline price gouging and additional fire-hardening requirements for homes were shelved in the final days. Meanwhile, measures dealing with utility infrastructure costs, community solar and the long-term costs associated with declining natural gas use advanced.

SB 193 directs \$921 million in pollution allowance revenue toward public transit, housing, wildfire prevention, clean drinking water, and air pollution programs. The final deal avoids broader changes sought by Senate leaders to scale back the Manufacturing Decarbonization Incentive

Program (MDI). This program, created by CARB, undercuts the funding plan outlined in SB 840. The proposed changes did not gain traction but will be revisited next year. The agreement also does not redirect auction revenue from CAL FIRE to Tier 3 programs.

Legislation Tracker | October 2026

Enacted measures with continuing District relevance. District positions reflect those listed in the prior report.

Bill	Subject	Final status	District position / summary
SB 607 Wiener	Seismic financing	Signed 9/30/26 Chapter 972	Authorizes public contributions and loans for Bridge seismic improvements, including toll-revenue pledges and related loan contracts.
AB 1599 Ahrens	Transit Stop Registry	Signed 9/18/26 Chapter 269	Watch. Caltrans must create the registry by June 1, 2027; operator compliance is due January 1, 2028. Requires stop data and seating/shelter reporting. The law protects existing operator stop identifiers.
AB 1837 Mark González	Bus lane and stop cameras	Signed 9/30/26 Chapter 900	Watch. Extends camera enforcement authority to January 1, 2034. Includes warnings for newly enforced violations, reporting and restrictions on access to recordings.
AB 1944 Lee	Zero-emission bus axle weight	Signed 9/30/26 Chapter 909	Watch. Allows higher axle weights for zero-emission buses under solicitations issued in 2027–2031, with limits declining from 25,000 to 23,000 pounds.
AB 2372 Hoover	Emergency vehicle toll exemptions	Signed 9/18/26 Chapter 300	Oppose (prior report). Final law allows CHP-authorized emergency vehicles to qualify without exempt plates, subject to marking and emergency-use conditions.
SB 1187 Durazo	Brown Act cleanup	Signed 9/18/26 Chapter 324 Effective immediately	Watch. Removes specified agenda/document request-system and translation obligations added by SB 707. Other public meeting requirements remain.

Closed / Removed from Active Tracking

AB 334 (Petrie-Norris): Toll interoperability: did not advance from the Senate inactive file. Prior position: oppose current version.

AB 1070 (Ward): Transit board provisions were removed; the housing measure was held in Senate Appropriations on August 13. Prior transit opposition no longer applies to the final subject.

AB 2267 (Garcia): Suicide prevention barrier designs: held in Assembly Appropriations on May 14; not enacted. Prior position: watch.

SB 1013 (Cervantes): ALPR safeguards: remained on the Assembly third-reading file; not enacted. Prior position: watch.

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