



June 30, 2020

Table 1: Board Action Positions

Bills	Subject	Status	Client - Position
<b><u>AB 1112</u></b> <b>(Friedman D)</b> Shared mobility devices: local regulation.	<p>AB 1112 would define in statute what a local authority may require a shared mobility device provider to provide regarding trip data within the jurisdiction of the local authority.</p> <p>As amended the bill focuses on allowing a local government to condition its approval of a shared mobility device program with a requirement that the provider share aggregate trip data with local governments. This trip data would be limited to de-identified data and provided to the local government in the aggregate.</p> <p>AB 1112 also limits a local authority from imposing on a shared mobility device provider any unduly restrictive requirements, including requiring operation below cost or requiring providers to pay unreasonable fees, or requirements more restrictive than those applicable to riders of personally owned similar transportation devices.</p> <p>An Oppose Unless Amended position is recommended because the bill defines aggregate data to be a group of trips, from which the start points, stop points, routes, and times of individual trips have been removed and that cannot be used or combined with other information to isolate details of an individual trip. This definition would be too restrictive to provide data that could be used is a useful way for transportation planning purposes.</p>	SENATE TRANSP – Two-Year Bill  <i>This bill is unlikely to move this year.</i>	Oppose Unless Amended
<b><u>AB 1350</u></b> <b>(Gonzalez D)</b> Youth Transit Pass Pilot Program.	AB 1350 (Gonzalez) was introduced last year with the intent of creating a funding program to provide free student bus passes. However, AB 1350 was amended earlier this month to replace the grant program with a mandate on transit operators.	SENATE TRANS  <i>Assemblywoman Gonzalez will not move this bill. To be</i>	Oppose Unless Amended

	<p>As drafted, if a public transit operator wants to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds then it shall provide free buses to persons 18 years of age and under.</p> <p>While the bill states that these free passes will be counted as a full fare for purposes of farebox calculations, this would still create a significant fiscal impact on transit operators.</p>	<i>reintroduced next year.</i>	
<p><b><u>AB 2012</u></b> <b>(Chu D)</b> Free senior transit passes: eligibility for state funding.</p>	<p>AB 2012 by Assemblyman Kansen Chu was introduced on January 28th. Similar to AB 1350, this bill would mandate all public transit operators to provide free transit passes to individuals aged 65 and over if the operators want to remain eligible to receive STA, TDA and LCTOP funds.</p> <p>To be consistent with the action on AB 1350, an Oppose Unless Amended position is also recommended on AB 2012.</p>	<p>ASSEMBLY TRANS</p> <p><i>Assemblyman Chu will not move this bill. To be reintroduced next year.</i></p>	Oppose Unless Amended
<p><b><u>AB 2176</u></b> <b>(Holden D)</b> Free student transit passes: eligibility for state funding.</p>	<p>AB 2176 is also structured the same as AB 1350 and AB 2012, but it would require transit operators to provide a free transit pass to any student enrolled in community college, CSU, or UC.</p> <p>As proposed to be amended AB 2176 would require each transit agency and each community college, CSU, or UC located within the transit operators service area to enter into an agreement to offer free or reduced fare transit passes to students. In addition, AB 2176 would require any community college, CSU or UC that currently charges a student fee for public transit service shall use that revenue solely for transit services.</p>	<p>ASSEMBLY TRANS</p> <p><i>Assemblyman Holden will not move this bill. To be reintroduced next year.</i></p>	Oppose Unless Amended
<p><b><u>AB 2542</u></b> <b>(Kalra D)</b> Local transportation funds: State Transit Assistance Program: reports.</p>	<p>AB 2542 revises provisions of annual reporting requirements in relation to the State Transit Assistance Program (STA). It would shift the deadline for when a regional transportation planning agency (RTPA) must submit an STA eligibility report to the State Controller's Office (SCO) to within seven months of the end of each fiscal year. It would also require SCO to compile, publish, and make publicly available on its website the data and information of all transit operator financial transaction reports (FTRs) on or before November 1 of each year.</p>	SENATE TRANSP	SUPPORT

<p><b>AB 2777</b> <b>(Quirk D)</b> Alameda-Contra Costa Transit District.</p>	<p>AB 2777 makes numerous changes to the Transit District Law to reflect the formation of AC Transit and modernize the structure and references within the Transit District Law.</p> <p>AB 2777 repeals the confusing formation language and simply designates AC Transit as a rapid transit district formed pursuant to this authority. The bill modernizes the act to reflect the ability to post ordinances and notices on its website and the ability to utilize as specified digital signatures. In addition, AB 2777 addresses conflicts with other provisions of law by clarifying the district has 90 to fill a vacancy on its board, and streamlines borrowing provisions. The legislation also clarifies that any motion, resolution or ordinance shall not be valid unless approved by four affirmative votes.</p>	<p>ASSEMBLY LOCAL GOV</p> <p><i>Due to the COVID 19 crisis Assemblyman Quirk with AC Transit's consent will reintroduce this bill next session.</i></p>	<p>SPONSOR</p>
<p><b>ACA 1</b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>ACA 1 failed passage on the Assembly Floor. Reconsideration was granted, and another attempt is possible, but the measure was 8 votes short of the 54 needed for passage. A few Democrat members voted No, and several others abstained. Given the stigma that this measure erodes Prop 13 protections makes it unlikely it will secure the needed support to move to the Senate.</p> <p>ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	<p>ASSEMBLY FLOOR</p> <p>Failed Passage – Reconsideration Granted</p> <p><i>Assemblywoman Aguiar-Curry might try again later this session.</i></p>	<p>SUPPORT (Position Taken 1/23/19)</p>
<p><b>SB 288</b> <b>(Wiener D)</b> California Environmental Quality Act: exemptions.</p>	<p>SB 288 was recently gutted and amended to exempt from CEQA certain transit and bicycle projects. Specifically, the bill includes an exemption from CEQA for the following projects:</p> <ul style="list-style-type: none"> <li>Publicly accessible zero emission vehicle fueling stations.</li> <li>Pedestrian and bicycle facilities.</li> <li>Project for the institution or increase of public mass transit, including bus, bus rapid</li> </ul>	<p>ASSEMBLY RULES</p>	<p>SUPPORT</p>

	<p>transit, light rail, and passenger rail, or commuter services on existing rail or highway rights of way,</p> <ul style="list-style-type: none"> <li>• A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders.</li> <li>• Rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities.</li> </ul>		
<b>SB 336</b> <b>(Dodd D)</b> Transportation: fully-automated transit vehicles.	SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully-automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly. SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31 <sup>st</sup> , 2025. SB 336 would sunset on January 1, 2025.	ASSEMBLY TRANSP – Two-Year Bill <i>This bill will likely not move this year.</i>	SUPPORT

**Table 2: Board Watch Positions**

Bills	Subject	Status	Client - Position
<b>AB 1839</b> <b>(Bonta D)</b> Climate change: California Green New Deal.	<p>AB 1839 (Bonta) proposes a Green New Deal for California. This measure would establish a policy framework of principles and goals to address negative climate change impacts and inequity. One of the elements of the New Deal include increasing affordable housing and public transportation by doubling their current availability by 2030.</p> <p>AB 1839 is currently broadly drafted, and amendments are expected soon to provide greater details.</p>	ASSEMBLY PRINT <i>Assemblyman Bonta will not move this bill. To be reintroduced next year.</i>	WATCH
<b>AB 2057</b> <b>(Chiu D)</b> San Francisco Bay	AB 2057 is currently a spot bill that contains intent language to establish a seamlessly integrated regional transit system. While the impetus for this legislation is from the Seamless Bay Area effort,	ASSEMBLY TRANS <i>Assemblyman Chiu will not move this</i>	WATCH

area: public transportation.	Assemblyman Chiu intends to work with transit operators to craft legislation that will advance service coordination and fare integration throughout the Bay Area. This will not be an easy process, but one that we will be actively involved in.	<i>bill. To be reintroduced next year.</i>	
<b><u>AB 2730</u></b> <b>(Cervantes D)</b> Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services	<p>The intent of AB 2730 is update local emergency evacuation plans to include agreements on the use of paratransit vehicles to evacuate vulnerable population. However, the structure of the bill raises concerns by placing these agreements outside the normal emergency planning process.</p> <p>AB 2730 requires a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area of the adjacent district, commission, or authority.</p> <p>Provides that a regional transit district, county transportation commission, local transportation authority, county, or city and county is required to enter into an agreement described above within 2 years of a request for the agreement.</p>	SENATE RULES	WATCH
<b><u>AB 2824</u></b> <b>(Bonta D)</b> San Francisco-Oakland Bay Bridge: public transit: greenhouse gases.	AB 2824 states the intent of the legislature to enact legislation to improve the efficiency of public transit service across the San Francisco-Oakland Bay Bridge. The goal of the legislation is to improve transit service on the Bridge corridor by among other items accelerating the construction of improvements to the approach of the Bay Bridge and planning for the addition of a bus only lane on the bridge.	<p>ASSEMBLY PRINT</p> <p><i>Assemblyman Bonta , with input from AC Transit, decided not to move this bill. To be reintroduced next year.</i></p>	WATCH
<b><u>SB 278</u></b> <b>(Beall D)</b> Metropolitan	SB 278 is a spot bill that may become the Bay Area Council's proposal for a regional tax for transportation projects. While the bill was	ASSEMBLY TRANS	WATCH

Transportation Commission.	<p>amended enough to refer the measure to the Senate Transportation Committee, SB 278 remains in the committee and is a two-year bill.</p> <p>As currently drafted, the bill makes minor changes to statutes governing the development of guidelines for county transportation plans.</p>	<p><i>No decision has been made on moving this bill. Senator Beall reassess the outlook and need for a regional revenue measure later this session.</i></p>	
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