

PLATINUM | ADVISORS

March 27, 2023

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position	Rationale
AB 719 (Boerner Horvath D) Medi-Cal benefits.	<p>Current law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Current law requires nonmedical transportation to be provided by the beneficiary's managed care plan or by the department for a Medi-Cal fee-for-service beneficiary.</p> <p>This bill would require the State Department of Health Care Services to require managed care plans to contract with public transit operators for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public transit operator. The bill would require the rates reimbursed by the managed care plan to the public transit operator to be based on the department's fee-for-service rates for nonmedical and nonemergency medical transportation service.</p>	ASSEMBLY HEALTH	SUPPORT	<p>This bill would help offset the costs of providing paratransit service.</p> <p>A support position is consistent with the priorities listed in the Board-adopted 2023 State Advocacy Program.</p>

Bill	Subject	Status	Recommended Position	Rationale
AB 761 (Freidman D): Transit Transformation Task Force.	<p>AB 761 would require the California Transportation Agency (CalSTA) to convene, by July 1, 2024, a statewide task force to explore opportunities to regrow ridership through strategies such as integrated fares, coordinated service planning to adapt to changing travel needs, consistent wayfinding, improvements to transit priority on roads, and workforce training and retention. The Task Force would also review the state’s systems for oversight and reporting to improve accountability.</p> <p>CalSTA is required to report the task force’s findings and recommendations to the Legislature on or before January 1, 2025. The provisions of the bill would be repealed on January 1, 2028.</p>	Assembly Appropriations	WATCH	It is currently unclear how transit operators would be represented in the statewide task force. The California Transit is Association is working with the author on amendments.

Bill	Subject	Status	Recommended Position	Rationale
<p>AB 817 (Pacheco D) Open meetings: teleconferencing: subsidiary body.</p>	<p>AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met.</p> <p>The bill defines a subsidiary body to include:</p> <ul style="list-style-type: none"> • certain types of commissions, committees, or other body as defined in paragraph (b) of Government Code Section 54952, • a body that serves exclusively as an advisory body, • a body that is not authorized to take final action on any contract, legislation, regulation, or permit. <p>AB 817 would also require the members of the body to participate through both audio and visual technology. The public must be able to participate in the body’s proceedings either by phone line or through an internet-based platform.</p>	<p>Assembly Local Government</p>	<p>SUPPORT</p>	<p>A support position is warranted in an effort to address concerns expressed about participation on AC Transit’s advisory bodies, such as the Accessibility Advisory Committee (AAC).</p> <p>AB 817 does not change the meeting requirements for the Board of Directors.</p>

Bill	Subject	Status	Recommended Position	Rationale
<u>AB 819</u> (Bryan D) Crimes: public transportation: fare evasion.	<p>AB 819 would remove the option of incarcerating and charging someone with a misdemeanor for fare evasion. Specifically, the bill provides that a third or subsequent fare evasion violation, as specified, is no longer a misdemeanor punishable by imprisonment in county jail for a period of not more than 90 days, and shall be a fine of not more than \$400.</p> <p>This change is consistent with AC Transit's policy to impose only an administrative penalty for fare evasions, among other offenses.</p>	Assembly Appropriations	SUPPORT	A support position is consistent with and furthers AC Transit's policy as adopted in Ordinance 17.
<u>AB 1379</u> (Papan D) Open meetings: local agencies: teleconferences.	<p>AB 1379 would amend the Brown Act to allow a legislative body to hold meetings in any combination of in person or remote participation. The bill specifies a quorum can be established by any of the following:</p> <ul style="list-style-type: none"> • Consisting of members participating remotely. • Consisting of members participating at a designated location. • Consisting of members participating remotely and at a designated location. <p>AB 1379 specifies that the "singular designated physical meeting location" must be open to the public and located within the legislative body's jurisdiction.</p>	Assembly Local Government	SUPPORT	A support position is consistent with efforts to provide flexibility for remote participation for both advisory bodies to the District. This measure would also allow the Board of Directors to participate remotely.

Bill	Subject	Status	Recommended Position	Rationale
AB 1525 (Bonta D) Transportation Agency: allocations for projects in priority populations	<p>AB 1525 requires at least 60 percent of all moneys allocated for projects administered by the State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), or the California Transportation Commission fund projects located in disadvantaged communities and benefit priority populations.</p> <p>The bill requires that, by July 1, 2024, CalSTA have a system in place to evaluate every project to ensure specified benefits accrue to disadvantaged communities. It further requires a “third-party governmental entity” to audit how CalSTA, Caltrans and the CTC evaluate, select, and fund projects in disadvantaged communities.</p>	Assembly Transportation	SUPPORT IN CONCEPT	<p>AB 1525 aligns with the “core principles” included in the Board-adopted State Advocacy Program and could position the District to receive funding given the many disadvantaged communities we serve.</p> <p>Staff is seeking clarity on several aspects of the bill, including how funding would flow, how a “disadvantaged community” is defined, the potential burden to track and report spending, and the auditing process.</p>

Bill	Subject	Status	Recommended Position	Rationale
SB 434 (Min D) Transit operators: street harassment survey.	<p>SB 434 requires the top ten public transit operators, upon appropriation of funds by the Legislature for this purpose, to collect and publish survey data, as specified, and conduct outreach activities, as specified, for the purpose of informing their efforts to improve the safety of riders and reduce street harassment on public transit. Requires transit operators, by December 31, 2024, to publish the survey data on their websites and inform the Governor and the Legislature.</p> <p>SB 434 furthers the goals of SB 1161 (Min) from last session. AC Transit adopted a support position on SB 1161. As signed into law SB 1161 directed the Mineta Transportation Institute to develop the survey content. If funding is available, SB 434 would require the top ten transit operators to conduct and publish the results of the survey.</p>	Senate Transportation	SUPPORT	A support position is consistent with prior policy actions adopted by the Board last year for the same bill.

Bill	Subject	Status	Recommended Position	Rationale
ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	Identical to last session's proposal, 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. However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.	Assembly Print (awaiting referral to committee)	SUPPORT	A support position is consistent with prior positions and the goals listed in the District's State Advocacy Program.

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
AB 96 (Kalra D) Public employment: local public transit agencies: autonomous transit vehicle technology	AB 96 proposes a process that would require a transit operator to inform labor representatives of the operators' intent to use autonomous vehicle technology.	ASSEMBLY FLOOR	WATCH
AB 364 (Bryan D) Street furniture data: statewide integrated data platform.	AB 364 directs Caltrans to develop an open source and publicly available data base listing the type and location of "street furniture" such as covered bus stops. The intent AB 364 is to provide transit riders with better data on where they can find bus stops with shaded structures to avoid the heat.	Assembly Privacy & Consumer Protection Committee	WATCH
AB 463 (Hart D)	AB 463 is sponsored by the California Transit Association based on a proposal from AC Transit.	Assembly Committee on Appropriations	SUPPORT

Bill	Subject	Status	Adopted Position
Electricity: prioritization of service: public transit vehicles	<p>The goal is to ensure utilities take into consideration the electricity needs to charge electric buses when planning for power shutoffs.</p> <p>This measure would require the CPUC to consider the economic, social equity, and mobility impacts of a temporary power discontinuance to customers that rely on electrical service to operate public transit vehicles. In addition, AB 463 would require electric utilities to include in their public safety power shutoff plans protocols related to mitigating those public safety impacts on public transit vehicle charging infrastructure.</p>		
<u>AB 540</u> <u>(Wicks D)</u> Social Service Transportation Improvement Act: coordinated transportation services agencies.	<p>Assemblywoman Wicks has decided to make AB 540 a two-year bill, meaning it will not move forward this year. The author's office will continue to work with interested parties in an effort to build consensus on addressing paratransit service needs.</p> <p>AB 540 would make changes to the Social Services Transportation Improvement Act and impose a \$10 vehicle registration fee. The new fee would require a 2/3 vote of the legislature.</p> <p>Specifically, the bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. The \$10 vehicle fee proposed in</p>	Assembly Transportation	WATCH

Bill	Subject	Status	Adopted Position
	<p>the bill would be allocated to each county based on population.</p> <p>In addition, the bill would allow a county Board of Supervisors to allocate this new revenue to a public transit operator if all the following are met:</p> <ul style="list-style-type: none"> • The county board of supervisors, by not less than a two-thirds vote, adopts biennial findings that the allocation of funds is in the best interest of that county's senior and disabled population. • The recipient transit agency commits to and produces documentation biennially that: <ul style="list-style-type: none"> • Establishes that the funding has and shall be used only for the senior and disabled population. • Establishes that a financial and operational maintenance of effort is in place and that funding is being used solely for expanded or improved services for the target population and not as a backfill for other, redirected funds. 		
<p><u>AB 610</u> (Holden D) Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>AB 610 would create a pilot program that would only take affect if funds are appropriated in the budget. The bill would allow a transit operator to partner with a school district to apply for funds to offset the cost of providing and administering free youth transit passes. The funding program would award funds based on an applicant's proportional share.</p>	<p>Assembly Appropriations</p>	<p>WATCH</p>

Bill	Subject	Status	Adopted Position
	Further, AB 610 includes language that would prohibit a school from receiving funding through this program if these funds would invalidate an existing agreement with a transit agency for free youth transit passes entered into before the operative date of this bill.		
AB 645 (Friedman D) Vehicles: speed safety system pilot program.	<p>AB 645 is a reintroduction of Assembly-woman Friedman's AB 2336 from the 2022 legislative session, which the Board voted to support.</p> <p>As introduced AB 645 was a spot bill that included intent language establishing a speed safety system pilot program. AB 645 was amended on March 16th to create the Speed Safety System Pilot Program. The program would authorize the Cities of Oakland, Los Angeles, San Jose, Glendale, Long Beach, and San Francisco to use a camera enforcement system to issue an automated system to detect and issue citations for speeding.</p> <p>The bill includes provisions specifying the steps each city must comply with, such as adopting a Speed Safety System Use Policy and Speed Safety System Impact Report. These steps include conducting a 30 day public education campaign before commencing, and issuing only warning citations for the first 60 days of operation. The bill also includes privacy protection provisions.</p> <p>AB 645 also limits the number of automated systems that can be used based on the population of the city.</p>	Assembly Print	SUPPORT

Bill	Subject	Status	Adopted Position
	The bill also limits placement of the systems to school zones, areas where a high number of speed contests occur, and streets designated as a safety corridor as specified in existing law.		
SB 411 (Portantino D) Open meetings: teleconferences: bodies with appointed membership	SB 411 would add additional flexibility by authorizing a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill currently defines “legislative body” to mean a board, commission, or advisory body of a local agency whose membership is appointed.	Senate Committee on Governance & Finance and Committee on the Judiciary	WATCH