



October 1, 2020

Table 1: Board Action Positions

Bills	Subject	Status	AC Board - Position
<p><b>AB 107</b> <b>(Committee on Budget)</b> State government</p>	<p>AB 107 contains various provision that update trailer bills enacted as part of the budget in June. Included in AB 107 is clarification on the ability for transit operators to use SB 1 state of good repair funds for operations. Specifically, AB 107 would allow transit operators to use funds received in the 19-20 to 21-22 fiscal years from the State Transit Assistance State of Good Repair program for any operating or capital expenditure provided the operator declares that doing so is necessary to prevent a reduction or elimination of transit service.</p>	<p>Signed Into Law, Chapter #264, Statutes of 2020</p>	<p>SUPPORT</p>
<p><b>AB 1112</b> <b>(Friedman D)</b> Shared mobility devices: local regulation.</p>	<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>DEAD</p>	<p>Oppose Unless Amended</p>

<p><b><u>AB 1350</u></b> <b><u>(Gonzalez D)</u></b> Youth Transit Pass Pilot Program.</p>	<p>AB 1350 (Gonzalez) was gutted and amended to retroactively grant a high school diploma to a person whom was in their senior year of high school during the 2019–20 school year; in good academic standing, and on track to graduate, as of March 1, 2020; and unable to complete the statewide graduation requirements as a result of the COVID-19 crisis.</p> <p>Previously, AB 1350 would have required a in order to be eligible to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds a transit operator shall provide free buses passes to persons 18 years of age and under.</p>	Signed Into Law, Chapter #66, Statutes of 2020	Oppose Unless Amended – prior version
<p><b><u>AB 2012</u></b> <b><u>(Chu D)</u></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>	DEAD	Oppose Unless Amended
<p><b><u>AB 2176</u></b> <b><u>(Holden D)</u></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>	DEAD.	Oppose Unless Amended
<p><b><u>AB 2542</u></b> <b><u>(Kalra D)</u></b> Local transportation funds: State Transit Assistance</p>	<p>AB 2542 was gutted and amended to include language to prohibit the state from seeking or obtaining a criminal conviction or seeking, obtaining or imposing a sentence on the basis of race, ethnicity, or national origin.</p>	Signed Into Law, Chapter #317, Statutes of 2020	SUPPORT – prior version

<p>Program: reports.</p>	<p>The prior version of the bill contained clarifications and revisions of annual reporting requirements in relation to the State Transit Assistance Program (STA).</p>		
<p><b>AB 2777 (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>DEAD</p>	<p>SPONSOR</p>
<p><b>ACA 1 (Aguilar-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>DEAD</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 would exempt from CEQA, until 2023, various transit-related projects such as pedestrian and bicycle facilities projects, transit prioritization projects, and projects for the institution or increase of new bus rapid transit, bus, or light rail service on existing public rights-of-way or existing highway rights-of-way.</p>	<p>Signed Into Law, Chapter #200, Statutes of 2020</p>	<p>SUPPORT</p>
<p><b>SB 336</b> <b>(Dodd D)</b> Transportation: fully-automated transit vehicles.</p>	<p>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.</p>	<p>DEAD</p>	<p>SUPPORT</p>
<p><b>SB 1351</b> <b>(Beall D)</b> Transportation improvement fee: revenue bonds.</p>	<p>SB 1351 by Senator Jim Beall was approved to create a process to use revenue bonds to accelerate the delivery of projects in the 2020 SHOPP. In his veto message, Governor Newsom stated, <i>“Bonding against these future revenues runs counter to the pay-as-you-go principle established by Senate Bill 1 and risks locking California into long-term debt obligations to finance maintenance repairs. Caltrans will need these revenues in the future to keep our roads and bridges safe.”</i></p> <p>SB 1351 would divert SB 1 Transportation Improvement Fee (TIF) revenue, which is the vehicle registration fee money, to a special account that would be used to secure up to \$5 billion in revenue bonds that would fund projects in the 2020 State Operations and Protection Program (SHOPP) TIF funds are the only revenue sources used as part of the LPP to fund public transit projects. Without the TIF funds, the LPP can only fund projects with excise tax revenue which cannot be used to purchase vehicles or most other transit capital expenditures.</p>	<p>VETOED</p>	<p>OPPOSE</p>

**Table 3: Board Watch Positions**

Bills	Subject	Status	Client - Position
<p><b>AB 1839</b> <b>(Bonta D)</b> Climate change: California Green New Deal.</p>	<p>AB 1839 (Bonta) originally proposed 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 was later amended to include similar provisions aimed at economic recovery efforts.</p>	DEAD	WATCH
<p><b>AB 2057</b> <b>(Chiu D)</b> San Francisco Bay area: public transportation.</p>	<p>AB 2057 is intended to establish a seamlessly integrated regional transit system. While the impetus for this legislation is from the Seamless Bay Area effort, 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.</p>	DEAD	WATCH
<p><b>AB 2730</b> <b>(Cervantes D)</b> Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services</p>	<p>The intent of AB 2730 is to update local emergency evacuation plans to include agreements on the use of paratransit vehicles to evacuate vulnerable population. As amended the bill would require neighboring counties to enter into agreements that include the need for transporting functional need individuals during an emergency.</p>	Signed Into Law, Chapter #256, Statues of 2020	WATCH
<p><b>AB 2824</b> <b>(Bonta D)</b> San Francisco- Oakland Bay Bridge: public transit:</p>	<p>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</p>	DEAD	WATCH

greenhouse gases.	improvements to the approach of the Bay Bridge and planning for the addition of a bus only lane on the bridge.		
<b>SB 278 (Beall D)</b> Metropolitan Transportation Commission.	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 amended enough to refer the measure to the Senate Transportation Committee, SB 278 remains in the committee and is a two-year bill.  As currently drafted, the bill makes minor changes to statutes governing the development of guidelines for county transportation plans.	DEAD	WATCH
<b>SB 1159 (Hill D)</b> Workers' compensation: COVID-19: critical workers.	SB 1159 creates rebuttable presumption that illness or death related to COVID-19 (novel coronavirus) is an occupational injury and therefore eligible for workers' compensation benefits. The purpose of the bill is to provide presumptive workers' compensation benefits to those who are "subjectively" infected at work, but who may have difficulty proving this fact. The following are some of the elements in the bill: <ul style="list-style-type: none"> <li>• Codifies the terms and conditions of Executive Order N-62-20, which expired in July relating to Workers' Compensation.</li> <li>• Adopts a rebuttable presumption that a peace officer, firefighter, specified frontline employees, and certain health care employees, as defined, who contract COVID-19 were infected with the virus via a workplace exposure. This does not include transit employees.</li> <li>• Establishes criteria to determine whether an employee within the class of employees eligible for the presumption was potentially exposed, and thereby eligible for the presumption.</li> <li>• Provides that any employee who might benefit from the presumption of compensability must first exhaust any special COVID-19 "time off" benefits provided by federal law before the workers' compensation benefits attach.</li> </ul>	Signed Into Law, Chapter #85, Statutes of 2020	WATCH

	<ul style="list-style-type: none"> <li>• Requires the Commission on Health and Safety and Workers' Compensation (CHSWC) conduct a study on COVID-19 and its impact on the workers' compensation system, and issue a report no later than April 30, 2022.</li> <li>• Provides that the presumptions established by the bill continue for 14 days after the last day of employment with an employer.</li> <li>• Establishes a presumption of compensability for employees who contract COVID-19 from any employer that experiences an "outbreak" of COVID-19 cases at a particular work location.</li> </ul>		
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