

PLATINUM | ADVISORS

April 26, 2023

TABLE 1: BOARD ACTION ITEMS

Bill	Subject	Status	Recommended Position	Rationale
<u>AB 241</u> (Reyes D) Clean Transportation Program: Air Quality Improvement Program: funding.	<p>AB 241 extends the sunset date from January 1, 2024, to January 1, 2035, on the collection of various fees that are used to fund the Clean Transportation Program administered by the California Energy Commission and the Air Quality Improvement Program administered by the Air Resources Board. These funds are used to fund a variety of medium and heavy-duty zero emission vehicle programs.</p> <p>AB 241 would also require that 50% of the CTP funds be used for projects that directly benefit disadvantaged and low-income communities. Among the listed improvements to meet this goal includes investment in public transportation infrastructure and zero emission transit.</p>	Assembly Appropriations	Support	A support position is consistent the District's legislative priorities of supporting funding for transitioning to a zero-emission fleet.

Bill	Subject	Status	Recommended Position	Rationale
<p><u>AB 316</u> (<u>Aguiar-Curry D</u>) Vehicles: autonomous vehicles.</p>	<p>AB 316 would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,001 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers unless a human safety operator is physically present at the time operation. Similar to AB 96, this bill would apply to the operation of any large autonomous vehicles on California roads without an operator in the vehicle.</p>	<p>Assembly Appropriations</p>	<p>Watch</p>	<p>A watch position is consistent with prior actions by the Board to monitor AB 96.</p>
<p><u>SB 532</u> (<u>Wiener D</u>) Ballot measures: local taxes.</p>	<p>SB 532 would permit the proponents of a local initiative measure, or a local jurisdiction submitting a local ballot measure, which imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, to choose how specific information will appear on the ballot label.</p> <p>The intent of SB 532 is to expand transparency for local tax measures by providing the option to include key financial measures in the voter information guide, while amending ballot label requirements that have proven problematic or even impossible for tiered tax rates and bond issuances. The goal is for the improved financial disclosures created by SB 532 will help voters better understand the potential financial impacts of a proposed bond or tiered tax measure.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>If the District places a new tax on the ballot, SB 532 would provide the voters more information to be included on the ballot.</p>

TABLE 2: BOARD ADOPTED ITEMS

Bill	Subject	Status	Adopted Position
<u>AB 96</u> (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
<u>AB 364</u> (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
<u>AB 463</u> (Hart D) Electricity: prioritization of service: public transit vehicles	AB 463 is sponsored by the California Transit Association based on a proposal from AC Transit. The goal is to ensure utilities take into consideration the electricity needs to charge electric buses when planning for power shutoffs. 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.	Assembly Committee on Appropriations Suspense File	SUPPORT

Bill	Subject	Status	Adopted Position
<p><u>AB 540</u> (Wicks D) Social Service Transportation Improvement Act: coordinated transportation services agencies.</p>	<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 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: 	<p>Assembly Transportation</p> <p>Two-Year Bill</p>	<p>WATCH</p>

Bill	Subject	Status	Adopted Position
	<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. 		
<u>AB 610</u> <u>(Holden D)</u> Youth Transit Pass Pilot Program: free youth transit passes.	<p>AB 610 would create a pilot program that would only take effect 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>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.</p>	Assembly Appropriations	WATCH
<u>AB 645</u> <u>(Friedman D)</u> 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</p>	Assembly Appropriations	SUPPORT

Bill	Subject	Status	Adopted Position
	<p>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. 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.</p>		
<p><u>AB 719</u> (Boerner D) Medi-Cal benefits.</p>	<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>Assembly Appropriations</p>	<p>SUPPORT</p>

Bill	Subject	Status	Adopted Position
	<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>		
<p><u>AB 761</u> (Freidman D): Transit Transformation Task Force.</p>	<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
<p><u>AB 817</u> (Pacheco D) Open meetings:</p>	<p>AB 817 would authorize a "subsidiary body" to remotely hold a public meeting if specified conditions are met.</p>	Assembly Local Government	SUPPORT

Bill	Subject	Status	Adopted Position
teleconferencing: subsidiary body.	<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>		
<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
<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 hearing on AB 1379 scheduled in the Local Government</p>	Assembly Local Government Two-Year Bill	SUPPORT

Bill	Subject	Status	Adopted Position
	<p>Committee this week was cancelled, making this a two-year bill that will not be heard this session.</p> <p>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>		
<p><u>AB 1525</u> (<u>Bonta</u> D) Transportation Agency: allocations for projects in priority populations</p>	<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>While this bill was approved by the Assembly Transportation Committee, several members expressed concerns with the structure of the bill and encouraged Assemblywoman Bonta to work with the opposition. The general tone from the committee was this is a very difficult but necessary issue to tackle.</p>	Assembly Appropriations	Support in Concept

Bill	Subject	Status	Adopted Position
	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.		
<u>ACA 1</u> (<u>Aguiar-Curry D</u>) 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
<u>SB 411</u> (<u>Portantino D</u>) Open meetings: teleconferences: bodies with appointed membership	As introduced 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. SB 411 was substantively amended in the Senate Committee on Governance & Finance. As amended, SB 411 would only allow neighborhood advisory councils located within the City of Los Angeles to conduct meetings remotely.	Senate Committee on Judiciary	WATCH
<u>SB 434</u> (<u>Min D</u>) Transit operators:	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	Senate Appropriations Suspense File	SUPPORT

Bill	Subject	Status	Adopted Position
street harassment survey.	<p>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>		