



March 31, 2021

Table 1 Action Items

Bills	Subject	Status	Recommended Position
BUDGET ITEM CTA Request for HVIP Funds	The California Transit Association (CTA) is heading an effort to create a funding set-aside of <i>at least</i> \$80 million for transit agencies, specifically, within the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). The proposed budget currently dedicates \$315 million in cap-and-trade funds for truck, bus, and off-road freight projects. The CTA's proposal would dedicate \$80 million of those funds specifically for HVIP rebates for zero emission public transit bus purchases.	Budget Negotiations	Recommended Position: SUPPORT
AB 629 (Chiu D) San Francisco Bay area: public transportation.	AB 629 was recently amended to contain an outline of a proposal to improve transit coordination in the Bay Area. In short, the provisions in AB 629 generally outline the need for reports on work already underway, such as wayfinding, fare integration, and real-time route information. The controversial content will likely not arise until this measure reaches the Senate and when the recommendations made by the Task Force are complete.	ASSEMBLY TRANS.	Recommended Position: WATCH
SB 437 (Wieckowski D) Local publicly owned electric utilities: integrated resource planning: transportation electrification.	SB 437 would require the integrated resource plans submitted by publicly owned utilities to include details of an electricity rate design for transportation electrification, in particular including rate details for medium and heavy-duty vehicles. The integrated resource plans submitted by public utilities to the California Energy Commission do not address transportation electrification comprehensively. Electricity rate structures that provide fuel cost incentive and dependability is often limited to only the light-duty sector and does not address the medium- and heavy-duty sectors. SB 437 requires the public utilities to explicitly	SENATE E. U., & C.	Recommended Position: WATCH

	provide for all sectors of transportation electrification, including light-, medium-, heavy-duty and on- and off-road engines into their integrated resource plans to ensure comprehensive electricity rate design.		
SB 674 (Durazo D) Public Contracts: workforce development: transportation-related contracts.	SB 674 was introduced to create the California Jobs Plan Act of 2021, which sets the goal of maximizing and supporting the creation of equitable high-quality transportation and related manufacturing and infrastructure jobs in California. However, this bill would create new procurement rules and procedures for state and local public transportation and transportation-related contracts, subsidies, loans, and grants of \$5 million or more to incentivize creation and retention of non-temporary full-time transportation jobs.	SENATE TRANS.	Recommended Position: WATCH

Table 2 Action Positions

Bills	Subject	Status	Recommended Position
AB 455 (Bonta D) Bay Bridge Fast Forward Program.	AB 455 would enact the Bay Bridge Fast Forward Program, with the goal of improving transit service and people through-put along the Bay Bridge Corridor into San Francisco.	ASSEMBLY TRANS.	SUPPORT
AB 784 (Quirk D) Alameda-Contra Costa Transit District.	AB 784 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. The bill was unanimously approved by the Assembly Local Government Committee and will be heard next by the Assembly Appropriations Committee. The bill repeals and revises 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 allow the use as specified of digital signatures. In addition, AB 2777 addresses conflicts with other provisions of law by clarifying the district has 90 day to fill a vacancy on its board, and streamlines borrowing	Assembly APPR	SPONSOR

	provisions. The legislation also clarifies that any motion, resolution, or ordinance shall not be valid unless approved by four affirmative votes.		
AB 917 (Bloom D) Vehicles: video imaging of parking violations.	Existing law authorizes AC Transit to utilize forward facing cameras for enforcing illegally parked vehicles in bus only lanes. This temporary authority sunsets on December 30, 2021. AB 917 is collaborative effort in partnership with the California Transit Association to repeal AC Transit's sunset date, authorize all transit operators to utilize this video enforcement technology, and allow the use of video enforcement for vehicles illegally parked at bus stops.	Assembly TRANSP	CO-SPONSOR
AB 1157 (Lee D) Local transportation funds: State Transit Assistance Program: reports.	AB 1157 is the reintroduction of AB 2542 from last year. AC Transit supported AB 2542 which made revisions to the annual reporting requirements in the State Transit Assistance Program (STA). AB 1157 would make the following changes to the STA reporting requirements. <ul style="list-style-type: none"> Shifts 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. Requires 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. 	Assembly TRANSP	SUPPORT
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.	ASSEMBLY PRINT	Support

	However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.		
SB 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.	<p>SB 44 is the reintroduction of SB 757 from last year. SB 757 was vetoed because it was double joined to another measure that failed to make it to the Governor's desk.</p> <p>This proposal makes zero-emission, fixed guideway transit projects eligible for expedited CEQA administrative and judicial review procedures established by the Jobs and Economic Improvement Through Environmental Leadership Act [AB 900 (Buchanan), (Chapter 354, Statutes of 2011)]. This process essentially requires the courts to resolve lawsuits within 270 days, to the extent feasible.</p>	SENATE JUD	Support