

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Rona Rios  
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT ~~AB 361 (RIVAS) AND SB 339 (WIENER)~~**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transit District (District) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

**SIGNIFICANCE**

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Jessica Epstein, Government and  
Community Affairs Officer

650-400-6451

# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | www.hklaw.com

## SamTrans As of March 18, 2021 Transportation Report

### **President Biden Signs Into Law \$1.9T Covid Relief Bill**

- On March 11, President Joe Biden signed into law a \$1.9 trillion coronavirus relief package, the [American Rescue Plan Act of 2021](#).
- The bill includes the following for transit:
  - \$26.086 billion for Federal Transit Administration (FTA) Urbanized Area Formula Grants (Section 5307)
  - \$317 million for FTA Rural Area Formula Grants (Section 5311)
  - \$50 million for FTA Enhanced Mobility for Seniors and Individuals with Disabilities Grants (Section 5310)
  - \$100 million for non-urbanized intercity bus program recipients
  - \$25 million for Section 5307 planning grants to restore service
  - \$2.21 billion for operating assistance grants to eligible recipients that require additional support for operations, personnel, cleaning, sanitization and debt payments costs incurred to maintain operations and avoid layoffs and furloughs due to COVID-19, with grants to be evaluated by the FTA based on the level of financial need demonstrated; the FTA is required to issue a Notice of Funding Opportunity (NOFO) for these grants within 180 days after the bill is signed into law
  - \$1.675 billion for Capital Investment Grants (CIG)--**Peninsula Corridor Electrification will receive \$52,415,186**
    - \$1.425 billion for New Start and Core Capacity projects:
      - \$1.25 billion for CIG project sponsors that have an existing Full Funding Grant Agreement (FFGA) and have received a FY 2019 or FY 2020 CIG allocation.
      - \$175 million to CIG projects with an existing FFGA that received a CIG allocation prior to FY 2019
      - \$250 million for Small Start projects that are a recipient of a CIG allocation or an applicant in the project development phase
- The bill also includes \$45.57 billion in direct federal aid for municipalities with populations of at least 50,000, using a modified Community Development Block Grant (CDBG) formula

## **House Democrats Set Guidelines for Return of Earmarks**

- On February 26, House Appropriations Chair Rosa DeLauro (D-Conn.) [announced](#) guidance to solicit lawmakers' requests for earmarks, the system of designating funds for specific local projects that's been banned since 2011.
- House Republicans voted on March 17 to allow their members to request dedicated-spending projects, but Senate Republicans have yet to decide on whether to participate in earmarking. Senate Democrats have yet to issue guidance for their process.
- Under the House's new system, earmarks for for-profit companies would be banned. Members can request funding for state and local governments or for certain nonprofits.
  - Total earmark spending will be capped at 1% (around \$13 billion) of discretionary spending.
  - House members will only be able to request up to 10 projects across all of the appropriations bills.
- DOT [Local Transportation Priorities](#) can include the following projects:
  - Capital projects or project-specific planning/design for a capital project.
  - Supported by the state or local government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
  - Administered by public entities.

## **House Democrats Unveil CLEAN Future Act**

- On March 2, House Democrats on the Energy and Commerce Committee [unveiled](#) comprehensive legislation with a national goal of net-zero greenhouse gas emissions by 2050 through targeted investments in clean energy across the transportation, power and industrial sectors.
- The 10-title [bill](#), at a \$565 billion price tag over the next 10 years, would establish a federal Clean Electricity Standard (CES) to put the U.S. on an ambitious path to 100% clean electricity generation by 2035 and establish a second national target of 50% reduction in greenhouse gas pollution from 2005 levels by 2030.
- The introduction of the bill comes is timely as President Joe Biden is expected to propose a large infrastructure package as soon as this month that incorporates several clean energy and climate goals. However, the legislation at this point is Democratic-only, which could make it difficult to move through regular order or through the Senate.
- The transportation title:
  - Authorizes \$500 million to deploy electric vehicle supply equipment (EVSE).

- Directs the Secretary of Energy to conduct an assessment to determine the challenges to and opportunities for the deployment of EVSE in underserved or disadvantaged communities.
- Establishes a Department of Energy (DOE) program to support the development and accessibility of electric vehicle charging infrastructure in underserved communities by providing technical assistance and awarding grants for eligible projects.
- Revitalizes EPA’s clean school bus program and authorizes \$2.5 billion annually to accelerate the transition to zero-emission school buses and clean commutes for kids.

### **Administration Readies Infrastructure Economic Package After Virus Relief**

- Following passage of the \$1.9 trillion COVID relief bill, President Biden and lawmakers are laying the groundwork for another top legislative priority — a long-sought boost to the nation’s roads, bridges and other infrastructure that could run into Republican resistance due to a cumbersome price tag.
- During his presidential campaign, Biden pledged to spend \$2 trillion on infrastructure and clean energy, but the White House has not ruled out an even higher price tag. The upcoming proposal, which is expected to be modeled after President’s [Build Back Better plan](#), is expected to focus on job creation with investments to boost “workers that have been left behind” by closed coal mines or power plants, as well as on communities located near polluting refineries and other hazards.
- Senate Environment and Public Works (EPW) Committee Ranking Member Shelley Moore Capito (R-W.V.) said there is bipartisan support for ambitious steps on infrastructure, but that “should not extend to a multitrillion-dollar package that is stocked full with other ideologically driven, one-size-fits-all policies that tie the hands of our states and our communities.”
- The Senate EPW Committee's goal is to pass an infrastructure bill by Memorial Day.
- House T&I Committee Chairman Peter DeFazio said that he foresees a comprehensive House package that will go beyond roads, bridges and public transit, similar to the [Moving Forward Act](#) from the 116<sup>th</sup> Congress. DeFazio told reporters, “I’m totally willing to work with (Republicans) if they’re willing to recognize climate change, or if they don’t want to recognize climate change, they can just recognize that electric semis and electric vehicles are a flood on the horizon and we’ve got to get ahead of it.”
- House Transportation and Infrastructure (T&I) Committee Ranking Member Sam Graves (R-Mo.) said Republicans would be open to a larger package as long as it didn’t greatly add to the national debt.

## **Senate Public Works Panel Kicks Off 2021 Infrastructure Hearings**

- On February 24, the Senate EPW Committee conducted a hearing entitled "Investing In Transportation While Addressing Climate Change, and Fostering Economic Growth."
- Led by new Chairman Tom Carper (D-DE), the committee wrestled with important questions that will determine whether it will really be possible to pass infrastructure spending that gives States the flexibility and independence they want to improve their transportation infrastructure in a fair and equitable way. The committee also set incredibly lofty goals for future investment, including addressing climate change, improving equity, and fostering economic growth.
- The panelists for the hearing included Governor Gretchen Whitmer of Michigan; Governor Larry Hogan of Maryland; Mayor Michael Hancock of Denver, Colorado; and Victoria Sheehan, President of American Association of State Highway and Transportation Officials (AASHTO) and Commissioner of the New Hampshire Department of Transportation.
- Lawmakers questioned the witnesses on a variety of topics, ranging from investment in infrastructure projects to surface transportation reauthorization bill. The consensus amongst Senators was that the EPW Committee possesses a paramount responsibility in crafting bipartisan legislation that fosters immediate economic recovery, while dedicating adequate attention to environmental review standards.
- Much of the discussion revolved around the future of electric vehicles (EV) as a primary mode of transportation, funding for large-scale building projects, and the role that the federal government can play in providing equitable investment across rural and urban communities alike.
- The Senators and the witnesses repeatedly came back to the ideas of limiting regulations on state DOT's and improving project delivery. They wrestled with the problem of the possibility that the in-progress shift to EVs would eventually make gasoline taxes unworkable as the main revenue mechanism for the Highway Trust Fund, and whether or not to maintain the user-pay system by levying a new Vehicle Miles Traveled tax.

## **Groups Press Biden on Local Hires for Infrastructure**

- On March 1, a large group of cities, unions, transit departments and organizations from 24 states sent a [letter](#) to the President urging his administration to overturn regulation that prohibits local hire incentives on federally funded infrastructure projects.
- "Not only does local hire address the fundamental goal of having residents participate in infrastructure investments in their own towns and cities, it can also increase opportunities for workers of color, women, veterans, returning community members, and others facing barriers to employment," the groups wrote.
- In 2015, the Obama administration launched a local hiring pilot program in the Department of Transportation. Through this pilot program, agencies getting grant funding

through the FTA or the FHWA were able to include local hire provisions.

- The pilot was withdrawn in the Trump administration, reverting back to prohibiting geographic hiring preferences.
- The letter comes one week after New York Democratic Senators Chuck Schumer and Kirsten Gillibrand wrote a [letter](#) to DOT urging them to implement a new local hire pilot program, similar to the one in the Obama administration.

### **USDOT Announces FY 2021 Round of the INFRA Grant Program**

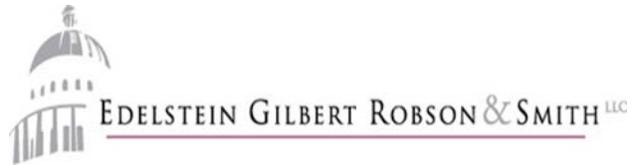
- On February 17, the DOT [announced](#) it is seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program. The funding available for this year's grants totals approximately \$889 million.
- "As we work to recover and emerge from this devastating pandemic stronger than before, now is the time to make lasting investments in our nation's infrastructure," said Secretary Buttigieg. "We are committed to not just rebuilding our crumbling infrastructure, but building back in a way that positions American communities for success in the future—creating good paying jobs, boosting the economy, ensuring equity, and tackling our climate crisis. The INFRA grant program is a tremendous opportunity to help achieve these goals."
- The USDOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change and whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.
- Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to improve connections to underserved communities to reduce barriers to opportunity. The Department will also consider whether the project is located in a federally designated community development zone, including qualified Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.
- INFRA projects will also be rated on the extent that they apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost effective manner. Additionally, DOT is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction.
- Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

## **FTA Rescinds Trump Cost-Share Policy in CIG Program**

- On February 16, the FTA rescinded Trump administration [guidance](#) for how the federal government would consider applications for project funding under the CIG program.
- The policy prohibited states and local entities from using federal loans as part of their local funding match when applying for grants. Critics of the policy said it established barriers to certain transit projects from qualifying for CIG dollars.
- In a "[Dear Colleague Letter](#)," the FTA said it will now "rely on the CIG statutory framework" to ensure that projects have met federal transportation law, the Major Capital Investment Projects Final rule, and the CIG Final Interim Policy Guidance published in June 2016.
- House T&I Committee Chairman Peter DeFazio (D-Ore.) and other Democratic lawmakers had encouraged President Joe Biden's administration to rescind the FTA policy. "The Trump administration's guidance that put up artificial barriers to critical transit projects is exactly where it should be — in the trash bin," DeFazio said in a statement.

## **Grant Opportunities & Award Announcements**

- [2021 High Priority Program – Innovative Technology Deployment \(HP-ITD\)](#): \$20 million available. Applications due by March 15, 2021.
- [FY 2021 Competitive Funding Opportunity: Low or No Emission Vehicle Program](#): \$180 million available. Applications due by April 12, 2021.



March 12, 2020

TO: Board of Directors, San Mateo County Transit District

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – April 2021**

---

### **General Update**

February 19 marked the Legislature's deadline to introduce bills for consideration in the first year of the 2021-22 Legislative Session. Altogether, more than 2,500 bills were introduced between the Senate and Assembly. Policy committee hearings have begun for some bills, but we expect the committees to ramp up the hearings in late-March. The budget committees continue to hear the Governor's budget proposals. The Legislature will break for Spring Recess on March 25.

### **American Rescue Plan Act of 2021**

On March 11, President Biden signed into law the American Rescue Plan of 2021. The emergency relief package provides \$30.5 billion in relief funding to transit agencies nationwide and \$1.7 billion to Amtrak. California's transit agencies are expected to receive approximately \$4 billion in relief funding from the package.

The transit funding included in the bill would flow as follows:

- \$26.086 billion for grants to urbanized areas (FTA 5307)
- \$50 million for grants for seniors and persons with disabilities (FTA 5310)
- \$317.2 million for grants to rural areas (FTA 5311)
- \$100 million for grants to (FTA 5311(F))
- \$2.207 billion for additional assistance to maintain operations (through application to DOT Secretary)
- \$1.675 billion for additional Capital Investment Grant (CIG) support (FTA 5309)
  - \$1.425 billion for [specific New Start and Core Capacity projects](#), a final estimate for additional CIG funds for Caltrain PCEP of \$52,415,186.

### **Vaccine Distribution**

As we reported in our last report, the California Transit Association (Association) submitted a letter to Governor Newsom and several state agencies, requesting that the state include transit workers in Phase 1 of the state's vaccine distribution plan. Subsequently, the California Department of Public Health's (CDPH) COVID-19 Vaccine Drafting Guidelines Workgroup took formal action to include transit

workers into Phase 1B – Tier 2 of the state’s vaccination distribution plan. Unfortunately, on January 25, the plan Governor Gavin Newsom announced eliminated the priority for transit operators and in response, the Association raised concerns with the new plan and urged the Governor to reconsider the decision to deprioritize transit workers in the state’s new plan. **On March 11, CDPH issued a new provider bulletin that allows transit workers to be eligible for the COVID-19 vaccine beginning March 15.**

### **Bills with Recommended Action**

#### **SB 339 (Wiener) Road User Charge**

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. **We recommend the District SUPPORT this bill.**

### **Bills of Interest**

**AB 339 (Lee) Open Meetings: Translation.** This bill would require meetings of a legislative body to offer public comment via call-in or internet-based service. The instructions would need to be posted online along with the meeting agenda. Among other requirements, the bill would also require agenda and meeting access instructions to be translated into the language spoken by at least five percent of the people that live in the region governed by the local body. Similarly, the bill would require legislative bodies of local agencies to employ qualified bilingual staff to provide translation services during the meeting in regions that govern a non-English speaking population that makes up five percent of the people served by the body.

#### **AB 361 (Rivas) Open Meetings**

This bill would require a local agency to use teleconferencing without complying with the Brown Act when holding a meeting to declare or ratify a local emergency when state/local health officials have required or recommended social distancing. The bill would require that teleconferenced meetings provide notice of the meeting, post agendas, and means for public comment. This bill would declare the Legislature’s intent to improve and enhance public access to local agency meetings during the COVID-19 pandemic and future emergencies and would eliminate the need for an executive order.

#### **AB 629 (Chiu) Blue Ribbon Transit Recovery Task Force**

While no substantive amendments are yet in print, this bill will serve as Assembly Member Chiu’s vehicle to move proposals related to the work of the MTC Blue Ribbon Transit Recovery Task Force. The focus of the conversations so far are around a transit network manager construct.

#### **AB 917 (Bloom) Vehicles: Video Imaging of Parking Violations.**

This bill would expand current state law to authorize transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law. This bill does not create any new violations.

## Grants

In late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#) (SCCP), [Local Partnership Program](#) (LPP), and the [Trade Corridor Enhancement Program](#) (TCEP). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements. According to the CTC, the funded projects would create more than 100,000 jobs over the next several years. Unfortunately, SamTrans was not successful in securing funding during the most recent cycle. However, the CTC will solicit applications for the next round of funding in the fall of 2021. Additionally, we expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available.

***Volkswagen Environmental Mitigation Trust*** - The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)  
**Status:** [Funding cycle open](#)

***Carl Moyer*** - The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

**Current Guidelines:** Found [here](#)  
**Status:** [Funding cycle open](#)

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$25 million in FY 2020-21)*** - The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation. The Legislature has yet to adopt a Cap and Trade Expenditure Plan for Fiscal Year 2020-21; as such, the HVIP program is supported in this fiscal year by only a nominal investment of \$25 million from the ARB-controlled Air Quality Improvement Program.

**Current Guidelines:** An update to the guidelines for FY 2020-21 based on [the FY 2020-21 Funding Plan for Clean Transportation Incentives](#), adopted December 11, are expected  
**Status:** [Funding cycle is expected to open in early 2021](#)

***Alternative and Renewable Fuel and Vehicle Technology Program – Zero-Emission Bus Infrastructure and Planning*** - The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel

technologies. In 2020, the California Energy Commission released funding new opportunities for transit agencies for large-scale infrastructure demonstrations for zero-emission buses and infrastructure planning blueprints.

**Current Guidelines:**

- Blueprint guidelines [here](#)
- Infrastructure Deployment guidelines [here](#)

**Status:**

- [Blueprint solicitation closed November 17](#)
- [Infrastructure Deployment solicitation closed November 17](#)

**Grade Separation Funding** - At the December 5, 2018 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 5</a> <a href="#">Fong R</a></p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 43</a> <a href="#">Friedman D</a></p> <p>Traffic safety.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 52</a> <a href="#">Frazier</a> D</p> <p>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Global Warming Solutions Act of 2006 (act) designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 96</a> <a href="#">O'Donnell</a> D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would create a separate definition for “near-zero-emission” and revise the definition for “zero-emission,” as provided. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 339</a> <a href="#">Lee D</a></p> <p>State and local government: open meetings.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 361</a> <a href="#">Rivas, Robert</a> D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 455</a> <a href="#">Bonta</a> D</p> <p>Bay Bridge Fast Forward Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the Bay Area Toll Authority, in consultation with the commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the authority, in consultation with the commission, department, and certain transit operators, on or before January 1, 2023, to prepare and submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor in a manner that maximizes the number of people that can cross the bridge during congested periods. The bill would authorize the authority, in consultation with the department, on and after January 1, 2025, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during congested periods, and would require the authority, in consultation with the department and certain transit operators, to submit to the Legislature a report evaluating the pilot program's impact. The bill would require the department to pursue federal approval or waivers, as necessary, to implement these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 476</a> <a href="#">Mullin D</a></p> <p>Department of Transportation: state highways: transit bus pilot program..</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 629</a> <a href="#">Chiu</a> D</p> <p>Subdivisions: local ordinances.</p>	<p>Introduced in the Assembly.</p>	<p>The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Existing law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance. This bill would make nonsubstantive changes to those provisions.</p>	<p>Watch</p>
<p><a href="#">AB 859</a> <a href="#">Irwin</a> D</p> <p>Mobility devices: personal information.</p>	<p>In the Assembly Privacy and Consumer Protection Committee.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 917</a> <a href="#">Bloom</a> D</p> <p>Vehicles: video imaging of parking violations.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops and stations. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1017</a> <a href="#">Quirk-Silva</a> D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require local governments, as defined, to do an inventory of public restrooms that are available to the homeless population to use during the COVID-19 state of emergency, as defined. The bill would require local governments to report their findings to the Office of Emergency Services, which would be required to compile the information in a report to the Legislature, as provided. This bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1049</a> <a href="#">Davies</a> R</p> <p>Public Transportation Account: loan repayment.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1110</a> <a href="#">Rivas, Robert</a> D</p> <p>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program.</p>	<p>In the Assembly Jobs, Economic Development &amp; the Economy Committee.</p>	<p>(1)Existing law, the Charge Ahead California Initiative, administered by the State Air Resources Board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and establishing a self-sustaining California market for zero-emission and near-zero-emission vehicles in which zero-emission and near-zero-emission vehicles are a viable mainstream option for individual vehicle purchasers, businesses, and public fleets. This bill would establish the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). The bill would require the Governor’s Office of Business and Economic Development (GO-Biz), in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles, as defined, by a public agency, as defined. The bill would require that the master service agreement, at minimum, establish standard pricing for bulk purchases of zero-emission fleet vehicles, taking into consideration applicable financial incentives and low-cost financing options. The bill would require GO-Biz to provide for the first round of zero-emission fleet vehicle acquisitions under the master service agreement no later than January 31, 2022, to the extent feasible, or otherwise as soon thereafter as is reasonably practicable. The bill would establish the Office of the Clean Vehicles Ombudsman, under the control of a director known as the Clean Vehicles Ombudsman, within DGS and require the ombudsman, among other things, to provide technical assistance to a public agency in the procurement of zero-emission fleet vehicles upon request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1157</a> <a href="#">Lee</a> D</p> <p>Local transportation funds: State Transit Assistance Program: reports.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1271</a> <a href="#">Ting</a> D</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, the local agency disposing of surplus land</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
Surplus land.		<p>to comply with certain notice requirements prior to disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law requires the local agency disposing of the land to send a notice of availability to local entities and housing sponsors for the purpose of developing low- and moderate-income housing, as provided. Existing law specifies requirements that must be met for entities desiring to develop land for those purposes, prioritizes the entity that proposes the greatest number of units, and in the event that more than one entity proposes the same number of units that meet the affordable housing requirements, prioritizes the entity that proposes the deepest average level of affordability for the affordable units. Existing law provides that these provisions do not preclude a local agency, housing authority, or redevelopment agency that purchases land from a disposing agency from reconveying the land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. Existing law authorizes any public agency disposing of surplus land to a specified entity that intends to use the land for certain purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land. Existing law requires, beginning January 1, 2021, a local agency, prior to agreeing to terms for the disposition of surplus land, to provide the Department of Housing and Community Development with a specified description of the process followed to dispose of the land and a copy of any recorded restrictions against the property, as specified, in a form prescribed by the Department of Housing and Community Development. Existing law requires the Department of Housing and Community Development to, among other things, review the description and submit written findings to the local agency within 30 days of receiving the description if the proposed disposal of the land will violate specified provisions of law and includes a timeline for the local agency to respond and take certain action pursuant to the department's findings. Existing law, beginning January 1, 2021, imposes a penalty for violation of these surplus land provisions after a local agency receives the notification from the</p>	

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
		<p>Department of Housing and Community Development and a penalty for subsequent violations. Existing law authorizes specified entities or persons to bring an action against a local agency to enforce the provisions related to surplus land and allows a local agency 60 days to cure or correct an alleged violation before the action may be brought, except as specified. This bill would provide that these surplus land provisions do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. The bill would provide that any local agency disposing of surplus land to a specified entity that intends to use the land for specified purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land. The bill would make other technical changes.</p>	
<p><a href="#">AB 1499</a> <a href="#">Daly D</a></p> <p>Transportation: design-build: highways.</p>	<p>In the Assembly Transportation Committee.</p>	<p>(1)Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Introduced in the Assembly.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>
<p><a href="#">SB 7</a> <a href="#">Atkins</a> D</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 10</a> <a href="#">Wiener D</a></p> <p>Planning and zoning: housing development: density.</p>	<p>In the Senate Housing Committee.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 18</a> <a href="#">Skinner D</a> Green hydrogen.	In the Senate Energy, Utilities, and Communications Committee.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of green hydrogen, as defined, in California and an analysis of how curtailed power could be better utilized to help meet the state’s greenhouse gas emissions reduction goals. This bill contains other related provisions and other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 44</a> <a href="#">Allen D</a></p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p>Supported February, 2021</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 45</a> <a href="#">Portantino</a> D</p> <p>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary direct election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 51</a> <a href="#">Durazo</a> D</p> <p>Surplus residential property.</p>	<p>In the Assembly Housing and Community Development Committee</p>	<p>This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill would, with respect to surplus residential property that is located within the City of Los Angeles, instead require that if the surplus residential property is not sold to a former owner or present occupant, as described above, the property be offered at fair market value to purchasers who are present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full,</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
		<p>with first right of occupancy to the present occupants. If the surplus residential property is a historic home, as defined, the bill would then require that the property be offered to the city in which the property is located or a nonprofit private entity dedicated to rehabilitating and maintaining the historic home for public and community access and use, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity, subject to specified terms and conditions. The bill would require a housing-related entity to cause the property to be used for low- and moderate-income rental housing for a term of at least 55 years, subject to a recorded affordability covenant, as provided, and to provide a first right of occupancy to the present occupants. The bill would authorize the Department of Transportation to designate in regulations, or delegate by agreement to, a public agency to monitor a property's compliance with the bill's terms, conditions, and restrictions, in the case of a historic home, or the recorded covenant, in the case of surplus residential properties sold to a housing-related entity, and authorize the monitoring entity to charge the property owner a fee to cover the cost of monitoring. The bill would provide zoning specifications for the purpose of increasing opportunity for affordable housing within the 710 state route corridor, that would remain in effect until such time as the City of Los Angeles updates the specified community plan and zoning. The bill would require any net increase of housing units to be used for low- and moderate-income rental housing for a term of at least 55 years, and requires the purchase and operation of the property to be subject to a covenant recorded against the property that requires the property to remain available and affordable for rental by lower income and moderate-income households, as defined, for a term no shorter than 55 years. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 66</a> <a href="#">Allen D</a></p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 83</a> <a href="#">Allen D</a></p> <p>California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (I-Bank) in the Governor’s Office of Business and Economic Development. Existing law, among other things, authorizes the I-Bank to make loans, issue bonds, and provide financial assistance for various types of qualified projects. This bill would create the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the California Coastal Commission, before January 1, 2023, in consultation with the California Coastal Commission, the State Lands Commission, and any other applicable state, federal, and local entities with relevant jurisdiction and expertise, to determine criteria and guidelines for the identification of vulnerable coastal properties eligible for participation in the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program if the local jurisdiction develops and submits to the bank a vulnerable coastal property plan. The bill would require the California Coastal Conservancy to review the plans to determine whether they meet the required criteria for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 339</a> <a href="#">Wiener D</a></p> <p>Vehicles: road usage charge pilot program.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require the pilot program to be net revenue neutral, as specified. The bill would require that participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state gasoline tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit a report to the Legislature, as specified.</p>	<p>Recommend Support</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 372</a> <a href="#">Leyva D</a></p> <p>Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. Existing law requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. This bill would require an unspecified agency to establish a program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the agency to consult with various state agencies and stakeholders in the development and implementation of the program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 563</a> <a href="#">Allen D</a></p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law requires the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Existing law requires a copy of the resolution and the plan to be sent to each landowner within the district. Existing law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 623</a> <a href="#">Newman</a> D</p> <p>Electronic toll and transit fare collection systems.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 640</a> <a href="#">Becker</a> D</p> <p>Transportation financing: jointly proposed projects.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties' apportionments of those funds, as specified. The bill would require that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 674</a> <a href="#">Durazo</a> D</p> <p>Public Contracts: workforce development: transportation-related contracts.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state’s long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/12/21

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 719</a> <a href="#">Min D</a></p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require the exempt surplus land to require the residential units on the land to comply with specified affordability requirements, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. The bill would make a local agency that violates these requirements subject to specified penalties. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 771</a> <a href="#">Becker D</a></p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure W revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.</p>	<p>Watch</p>