



**A G E N D A**  
**LEGISLATIVE COMMITTEE**  
**COMMITTEE OF THE WHOLE**

**San Mateo County Transit District**  
**Bacciocco Auditorium - Second Floor**  
**1250 San Carlos Ave., San Carlos, CA**

**WEDNESDAY, APRIL 4, 2018 – 3:15 p.m.**  
or immediately following previous Committee meeting

1. Call to Order

**ACTION**

2. Approval of Minutes of Legislative Committee Meeting of March 7, 2018

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Zoe Kersteen-Tucker, Jeff Gee, Josh Powell

NOTE:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
MARCH 7, 2018**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), J. Gee, J. Powell

Other Board Members Present, Constituting Committee of the Whole

R. Guilbault, D. Pine, P. Ratto, K. Matsumoto, C. Stone

Other Board Member Absent: C. Groom

Staff Present: J. Hartnett, J. Cassman, C. Mau, S. Murphy, D. Olmeda, S. vanHofen,  
C. Fromson, C. Gumpal, C. Boland

Committee Chair Z. Kersteen-Tucker called the meeting to order at 4:23 p.m.

**Approval of Minutes of February, 2018**

Motion/Second: Stone/Guilbault

Ayes: Gee, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Ratto, Powell, Stone

Absent: Groom

**State and Federal Legislative Update**

Casey Fromson, Director, Government and Community Affairs referred to the agenda packet for the State and Federal legislative updates.

Director Matsumoto requested to watch SB 827 (Wiener).

Adjourned: 4:26 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: San Mateo County Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff will provide regular updates to the Board in accordance with the approved Legislative Program.

**SIGNIFICANCE**

The 2018 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.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

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## SamTrans Federal Update March 2018

Appropriations Update: On February 9, the Senate ([71-28](#)) and the House ([240-186](#)) passed – in one package – a [budget deal](#) and a [short-term FY 2018 Continuing Resolution \(CR\)](#) to fund the government through March 23. Shortly thereafter, the President signed the bill into law. This deal funds the federal government through March 23 and provides an additional \$300 billion over two years. This additional money will allow the appropriators to provide the FAST Act authorized funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), rather than the House lower funding level and at least the \$500 million for TIGER.

Appropriations aides have indicated that the FY 2018 omnibus appropriations bill will be unveiled during the night of Sunday, March 18, or on Monday, March 19. The House is expected to vote on the bill on Tuesday, March 20 or Wednesday, March 21, and the Senate will consider the bill shortly after the House vote.

Several legislative “riders” are anticipated to be included within the bill; however, lawmakers must resolve disputes over funding, including on the Gateway project – a tunnel under the Hudson River that would connect Newark, New Jersey to New York City. These riders could include:

- Stabilization for Affordable Care Act: Funding for cost-sharing subsidies and reinsurance to avoid huge premium increase this fall.
- Three month extension for the FAA reauthorization, which expires on March 31.
- Export-Import Bank: Some Republican members want to lower the required threshold of board members for the Export-Import Bank to approve large loans.
- A national sales tax on online retailers.
- Offer financial incentives for federal and state authorities to comply with the U.S. criminal background check system.
- Short-term extension for the National Flood Insurance Program (NFIP), which expires March 23.
- House Majority Leader Kevin McCarthy wants to include a provision to allow the Department of Interior to work on the Shasta Dam without state or local support.

Senate Democrats Release Jobs and Infrastructure Plan: The Senate Democrats released their [Jobs and Infrastructure Plan](#) on March 7. The [plan proposes \\$1 trillion](#) in real investments; funding for a new incentive grant program for states and local governments; funding to agencies for processing permits; and funding for Inspectors General and the Government Accountability Office (GAO) to ensure oversight of infrastructure spending. More specifically, the plan proposes the following investments:

- \$140 billion for roads and bridges;
- \$10 billion to expand TIGER grants;
- \$115 billion for water and sewer systems;
- \$115 billion for repairing and improving public transportation;
- \$50 billion for modernizing and improving rail infrastructure safety;
- \$40 billion for a new vital infrastructure program;
- \$30 billion for revitalizing Main Street and promoting innovative transportation;
- \$62 billion for neighborhood revitalization, lead remediation, and affordable housing;
- \$50 billion for school infrastructure;
- \$30 billion for ports and waterways;
- \$40 billion for airports;
- \$25 billion for resilient communities;
- \$80 billion for the energy grid and promotion of clean energy;
- \$40 billion for universal high-speed internet;
- \$15 billion for addressing construction backlog on public lands;
- \$10 billion for tribal infrastructure;
- \$10 billion for addressing construction backlog at VA Healthcare facilities;
- \$20 billion for innovative financing tools; and
- \$140 billion for ensuring solvency of the Highway Trust Fund for the next decade.

The plan relies on funding from rollbacks to provisions currently enacted in the Tax Cuts and Jobs Act:

- Restoring the top rate back to 39.6% (\$139 billion);
- Restoring the 2017 Individual AMT (\$429 billion);
- Restoring the 2017 Estate and Gift Taxes (\$83 billion);
- Closing the carried interest loophole (\$12 billion); and
- Raising the corporate tax rate from 20% to 25% (\$359 billion).

Within the Senate Democrats’ plan, over \$175 billion is identified in new investments for rural communities, and \$10 billion for tribal communities. Senate Minority Leader Chuck Schumer (D-NY) is promoting the plan as a way to undo some of the tax cuts signed into law in December. The plan is unlikely to move forward, as Democrats currently hold the minority in the Senate. Majority Leader Mitch McConnell (R-KY) has said that the plan would be a “non-starter.”

FRA Announces Funding for Rail Capital Projects and Operating Assistance: On February 18, the Federal Railroad Administration (FRA) [released a NOFO for the Consolidated Rail Infrastructure and Safety Improvements \(CRISI\)](#) grant program. Applications for funding under this solicitation are due no later than 5:00 p.m. EDT, June 21, 2018. The total funding available for awards under this NOFO is \$65,232,400, at least \$17 million must be made available for Rural Projects. The Federal share cannot exceed 80 percent, though FRA will provide selection preference to applications where the proposed Federal share of total project costs is 50 percent or less.

**Project Eligibility:**

Railroad safety technology, including PTC; broken rail detection and warning systems; track intrusion systems; and electronically controlled pneumatic (ECP) braking systems.

- Acquisition, improvement, or rehabilitation of railroad equipment (locomotives and rolling stock); railroad infrastructure (grade crossings, catenary, signals, and PTC equipment); and rail facilities (yards, passenger stations, or maintenance and repair shops).
- A capital project necessary to reduce congestion and facilitate ridership growth in Intercity Passenger Rail Transportation along heavily traveled rail corridors. Examples include: Projects addressing congestion that improve stations; increase rail capacity; reduce conflict between freight and intercity passenger rail; reduce delays and risks associated with highway-rail grade crossings; and provide more effective rail equipment.
- A highway-rail grade crossing improvement project.
- Rail line relocation and improvement project.
- A capital project to improve short-line or regional railroad infrastructure.
- preparation of regional rail and corridor service development plans and corresponding environmental analyses.
- A project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between Intercity Rail Passenger Transportation and intercity bus service or commercial air service.

FRA encourages applicants to propose projects or components of projects that have operational independence that can be completed and implemented with the level of CRISI funding available together with other sources.

**Evaluation Criteria:**

FRA will first screen each application for applicant and project eligibility, completeness, and the 20 percent minimum match in determining whether the application is eligible.

FRA will then consider the applicant's past performance in developing and delivering similar projects and previous financial contributions, and previous competitive grant technical evaluation ratings that the proposed project received under previous competitive grant programs administered by the DOT if applicable.

**Benefit-Cost Analysis:**

FRA will evaluate the Benefit-Cost Analysis of the proposed project for the anticipated private and public benefits relative to the costs of the proposed project and the summary of benefits including—

- (A) Effects on system and service performance;
- (B) Effects on safety, competitiveness, reliability, trip or transit time, and resilience;
- (C) Efficiencies from improved integration with other modes; and
- (D) Ability to meet existing or anticipated demand.

**Technical Merit:**

- Applications indicate strong project readiness and

- The proposed project’s business plan considers potential private sector participation in the financing, construction, or operation of the proposed project.
- The applicant has, or will have the legal, financial, and technical capacity to carry out the proposed project.

**FRA will give preference to projects for which the:**

- Proposed Federal share of total project costs is 50 percent or less; and
- Net benefits of the grant funds will be maximized considering the Benefit- Cost Analysis, including anticipated private and public benefits relative to the costs of the proposed project.

President Nominates FTA Leader: President Trump announced his intent to nominate former Rep. Thelma Drake (R-VA) to serve as Administrator for the Federal Transit Administration (FTA). Drake currently serves as Assistant Director of Public Works for the city of Norfolk, VA. She served in Congress from 2005 to 2009, where she sat on the House Transportation and Infrastructure Committee. A nomination committee hearing date has not yet been announced.

2017 Round of TIGER Grants Announced: The Department of Transportation (DOT) released its [first round of FY 2017 TIGER grants](#) on March 9. Based on the awards, the DOT’s priority focus is on rural areas, with over 64 percent of the nearly \$500 million in awards going to rural projects. The 2017 appropriations law required a minimum of 20 percent of the grant money to go to projects in rural areas. Only two transit projects were selected for TIGER grants, and their \$17.6 million was just 3.6 percent of the total TIGER grant money. Road projects got 77 percent of the 2017 TIGER money. Bike/ped projects received zero this year (though the Trump Administration did fund some “complete streets” initiatives that do have bike/ped components). 9 percent of the 2017 TIGER money goes to port projects.

State DOTs and Industry Groups Push for Project Funding: A group of state Departments of Transportation (DOTs) and industry groups are pushing for Congress and President Trump to provide adequate long-term highway and transit revenue to avoid a 2020 funding crisis. During a [House hearing](#) on March 7 regarding long-term funding for highways and transit programs, the groups said that the Highway Trust Fund (HTF) faces a cliff in 2020, when a five-year authorization of surface transportation programs expires. Witnesses at the hearing also said that either the gas tax must be raised, or a new dedicated revenue source for the HTF must be found. Committee members from both parties said that they would support measures to increase HTF project funding, but also reiterated the political difficulty of passing the measures.

Senate Commerce Committee Hold Hearing on Infrastructure Proposal: On Tuesday, March 12, the Senate Commerce’s Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security held a [hearing](#) titled, “Rebuilding Infrastructure in America: State and Local Transportation Needs” to “examine opportunities to improve the national transportation network to better connect communities across the country.” The witnesses were:

- Kyle Schneweis, Director, Nebraska Department of Transportation
- Dan Gilmartin, Executive Director and Chief Executive Officer, Michigan Municipal League and Member of the National League of Cities
- Jordan Kass, President, Managed Services, TMC Division, C.H. Robinson

- Jo Strang, Senior Vice President, Safety and Regulatory Policy, American Short Line and Regional Railroad Association

Subcommittee Chairwoman Deb Fischer (R-NE) began the hearing stating that the country is in dire need of infrastructure investment, citing the American Society of Civil Engineers (ASCE) scorecard which graded the US with a [D+ for infrastructure condition in 2017](#).

In his testimony, Mr. Schneweis recommended that “the funds tied to any infrastructure package have as few federal strings attached as possible,” contending that localities and states move on a faster timeline without the federal government’s involvement.

Mr. Gilmartin said that local governments own, operate, and maintain 78 percent of the nation’s road miles and invest billions in public infrastructure. He provided principles for national infrastructure investment: long-term funding; allow local officials more authority; expanded revenue tools to give local governments more options for infrastructure funding (many cities cannot legally utilize innovative finance); bolster the connection between urban areas and national economic growth.

Members’ questions and testimony focused touched on lack of equity between urban and rural areas, economically disadvantaged and wealthy areas, and large and small businesses. Everyone agreed that sustainable reliable funding from the federal government is necessary.

March 19, 2018

TO: Board of Directors, San Mateo County Transit District

FM: Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.  
Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – April 2018**

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### ***Legislative Update***

Committee hearings will begin in earnest in early April, with the Legislature acting on hundreds of bills in the next few months. Many of these bills still contain very little substance and will need to be amended in the coming weeks. The Legislature will go on Spring Recess March 22, and return on April 2. In this report we highlight the most relevant bills this year affecting SamTrans; those are discussed under ***Bills of Interest***, below.

### ***BOE Fails to Adjust Excise Tax***

Pursuant to the “gas tax swap” of 2010, which eliminated the state sales tax on gasoline and replaced it with a variable excise tax rate, the excise tax rate is required to be adjusted by the Board of Equalization (BOE) annually to be revenue neutral with what the old sales tax would have otherwise generated. On February 27, BOE considered a staff recommendation to increase the price-based excise tax rate by 4 cents, but, rejected it on a 2-2 vote, with one member absent. Some members indicated the projections did not fully consider impacts of SB 1 on the market. Pursuant to SB 1, this is the last time the BOE will be required to adjust the excise tax, because, beginning in 2019-20, the rate will be set at 17.3 cents and adjusted for CPI thereafter, removing BOE from the equation altogether. CalSTA estimates the statewide impact of the BOE’s inaction at around \$600 million. BOE could consider action again in April.

### ***SB 1 Repeal***

As we noted in our last report, the proponents of SB 1 recently formed a ballot committee – the Coalition to Protect Local Transportation Improvements – to oppose the repeal effort and promote the benefits of SB 1 throughout California. The Committee is led by the California Alliance for Jobs, the California State Association of Counties, the League of California Cities, and the California Transit Association, as well as several other transportation, labor, business, and local government agencies, formally known as the Fix Our Roads Coalition. The Committee will also support passage of Proposition 69 – put on the ballot by ACA 5 (Frazier) – the constitutional amendment passed by the legislature last year to protect new SB 1 revenues; the measure will be before the voters this June. The Committee recently launched a new website with more information about the benefits of SB 1, tools local agencies can use, and reasons to oppose the potential repeal.

**Position recommendations:**

**AB 1756 (Brough) – Transportation Funding**

This bill would repeal SB 1. A potential repeal of SB 1 will be a prominent issue this year. This bill is unlikely to be heard, let alone pass in policy committee, but it still warrants attention since it will keep the conversation alive. ***We recommend the SamTrans Board OPPOSE this bill.***

**AB 1866 (Fong) – Transportation Funding**

This bill would repeal SB 1. A potential repeal of SB 1 will be a prominent issue this year. This bill is unlikely to be heard, let alone pass in policy committee, but it still warrants attention since it will keep the conversation alive. ***We recommend the SamTrans Board OPPOSE this bill.***

**AB 2249 (Cooley) – Local Agency Contracting**

The California Uniform Public Construction Cost Accounting Act (Act) authorizes a special district subject to uniform construction cost accounting procedures to perform certain work internally or without the use of formal bidding procedures if the work is under certain cost thresholds. The Act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures. SamTrans is currently exploring participation in the accounting procedures established by the Act and this bill would raise the limits to \$60,000 and \$200,000, respectively. ***We recommend the SamTrans Board SUPPORT this bill.***

**AB 3124 (Bloom) – Bike Racks on 60-foot Buses**

This bill is Sponsored by the California Transit Association and would authorize the use of three-position bike racks on 60-foot articulated buses. However, prior to deploying these racks the transit agency would be required to work through a route review committee. ***We recommend the SamTrans Board SUPPORT this bill.***

**ACA 5 (Frazier and Newman)/Proposition 69 – Protecting Transportation Revenues, Revising Appropriations Limit**

This measure would add to the list of transportation-related revenues protected from legislative diversion by Article XIX those taxes and fees raised in SB 1 (Beall & Frazier). The measure also protects certain transit funds that were increased in the Gas Tax Swap of 2010-11. Article XIII B of the California Constitution prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of the government for the prior year, as adjusted; this measure would also exclude appropriations of certain revenues associated with the Road Repair and Accountability Act of 2017 from the appropriations subject to constitutional limitation. ***This constitutional amendment was passed by the Legislature on April 6 and will be on the statewide ballot in June 2018 as Proposition 69. We recommend the SamTrans Board SUPPORT this ballot measure.***

**SB 1119 (Newman) – Low-Carbon Transit Operations Program**

This bill is cosponsored by the California Transit Association and would provide additional flexibility with regard to disadvantaged community requirements in the LCTOP. Specifically, this bill would provide relief for agencies expanding or improving bus routes or providing transit passes using LCTOP funds. ***We recommend the SamTrans Board SUPPORT this bill.***

**San Mateo County Transit District  
State Legislative Matrix 3/26/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 87</a> <a href="#">Ting D</a></p> <p>Autonomous vehicles.</p>	<p>1/29/2018-S. DESK 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. Existing law further requires those regulations to include any testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. This bill would require the department to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan. The bill would require the law enforcement interaction plan, which instructs the law enforcement agencies on how to interact with the autonomous vehicle in emergency and traffic enforcement situations, to include, at a minimum, information on how to communicate with a remote operator of the vehicle, where in the vehicle to obtain owner information, vehicle registration, and proof of insurance, and how to recognize whether the vehicle is operating in autonomous mode.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 3/26/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1041</a> <a href="#">Levine</a> D</p> <p>Bay Area Toll Authority and oversight committee: conflict of interest.</p>	<p>1/16/2018-S. DESK 1/16/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law provides for a proposed toll increase on the state-owned toll bridges to be submitted to voters of the 9 bay area counties, to be known as Regional Measure 3. Existing law requires the BATA to, among other things, establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan and requires the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase. This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/26/18**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1160</a> <a href="#">Bonta D</a>  Autonomous vehicles.	7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/8/2017)(May be acted upon Jan 2018)	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.	Watch
<a href="#">AB 1405</a> <a href="#">Mullin D</a>  Advanced Digital Network Act.	2/14/2018-S. T. & H. 2/26/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H.	Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would enact the Advanced Digital Network Act. The bill would authorize the department, subject to federal approval, to enter into a specified comprehensive development lease agreement pursuant to a best value competitive procurement process for a project with a public or private entity, or a consortia thereof, to install and operate a network of new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the advanced digital network for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions.	Watch

San Mateo County Transit District  
State Legislative Matrix 3/26/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1756</a> <a href="#">Brough R</a></p> <p>Transportation funding.</p>	<p>1/16/2018-A. TRANS. 1/16/2018-Referred to Com. on TRANS.</p>	<p>Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified to programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.</p>	<p>Recommend Oppose</p>

**San Mateo County Transit District  
State Legislative Matrix 3/26/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1759</a> <a href="#">McCarty</a> D</p> <p>General plans: housing element: production report: withholding of transportation funds.</p>	<p>2/12/2018-A. TRANS. 2/12/2018-Referred to Coms. on TRANS. and H. &amp; C.D.</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. The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. This bill would require the department, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District  
State Legislative Matrix 3/26/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1866</a> <a href="#">Fong R</a></p> <p>Transportation funding.</p>	<p>1/29/2018-A. TRANS. 1/29/2018-Referred to Com. on TRANS.</p>	<p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Oppose</p>

**San Mateo County Transit District  
State Legislative Matrix 3/26/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1905</a> <a href="#">Grayson</a> D</p> <p>Environmental quality: judicial review: transportation projects.</p>	<p>2/5/2018-A. NAT. RES. 3/13/2018-Re-referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.</p>	<p>Watch</p>
<p><a href="#">AB 1969</a> <a href="#">Salas</a> D</p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>1/31/2018-A. PRINT 2/1/2018-From printer. May be heard in committee March 3.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would provide that it is the intent of the Legislature to enact legislation relating to the ratio of fare revenues to operating costs under the Transportation Development Act.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 3/26/18**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2127</a> <a href="#">Ting D</a> electric vehicle infrastructure: assessment and roadmap.	3/1/2018-A. C. & C. 3/1/2018-Referred to Coms. on C. & C. and TRANS.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand. This bill would require the Energy Commission, in consultation with the State Air Resources Board and the PUC, to create a statewide assessment of electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption needed for the state to reduce emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2249</a> <a href="#">Cooley</a> D</p> <p>Public contracts: local agencies: alternative procedure.</p>	<p>3/1/2018-A. L. GOV. 3/1/2018-Referred to Com. on L. GOV.</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law declares that these procedures promote statewide uniformity of the cost accounting standards and bidding procedures on construction work performed or contracted by public entities. The act defines “public agency” as a city, county, city and county, including chartered cities and chartered counties, any special district, and any other agency of the state for the local performance of governmental or proprietary functions within limited boundaries, and also includes a nonprofit transit corporation wholly owned by a public agency and formed to carry out the purposes of the public agency. The act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures. This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.</p>	<p>Recommend Support</p>
<p><a href="#">AB 2304</a> <a href="#">Holden</a> D</p> <p>Transit pass programs: status report.</p>	<p>3/1/2018-A. TRANS. 3/1/2018-Referred to Com. on TRANS.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2650</a> <a href="#">Lackey</a> R  Public transit buses: illuminated signs.	3/8/2018-A. TRANS. 3/8/2018-Referred to Com. on TRANS.	Existing law authorizes buses operated by a publicly owned transit system, on regularly scheduled service, to be equipped with certain illuminated signs, as specified. Existing law requires the illuminated signs to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3059</a> <a href="#">Bloom D</a></p> <p>Congestion pricing demonstration pilot projects.</p>	<p>3/12/2018-A. TRANS. 3/12/2018-Referred to Com. on TRANS.</p>	<p>(1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3124</a> <a href="#">Bloom D</a></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>3/15/2018-A. TRANS. 3/15/2018-Referred to Com. on TRANS.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. The bill would also make a conforming change in a related provision.</p>	<p>Recommend Support</p>
<p><a href="#">AB 3201</a> <a href="#">Daly D</a></p> <p>State Air Resources Board.</p>	<p>2/16/2018-A. PRINT 2/17/2018-From printer.</p>	<p>Existing law the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, creates the Air Quality Improvement Program, administered by the State Air Resources Board. Existing law requires the primary purpose of the Air Quality Improvement Program to be the funding of projects to reduce criteria air pollutants, to improve air quality, and to fund research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies. This bill would provide that it is the intent of the Legislature to enact legislation to require the State Air Resources Board to develop and conduct a program to accelerate emission reductions from California's public transit fleet.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">ACA 4</a> <a href="#">Aguiar-Curry D</a>  Local government financing: affordable housing and public infrastructure: voter approval.	4/24/2017-A. L. GOV. 4/24/2017-Referred to Coms. on L. GOV. and APPR.	Local government financing: affordable housing and public infrastructure: voter approval.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 827</a> <a href="#">Wiener</a> D</p> <p>Planning and zoning: transit-rich housing bonus.</p>	<p>1/16/2018-S. T. &amp; H. 3/1/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p>	<p>The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor. The bill would exempt an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements, maximum height limitations, and zoning or design controls that have the effect of limiting additions onto existing structures or lots that comply with those maximum floor area ratios and height limitations. The bill would require an eligible applicant who receives a transit-rich housing bonus to provide benefits to eligible displaced persons who are displaced by the development, including requiring the applicant to offer a right to remain guarantee to those tenants, and to make payments to eligible displaced persons for moving and related expenses as well as for relocation benefits. The bill would also require an eligible applicant to submit a relocation benefit and assistance plan for approval to the applicable local government to that effect, and to provide specified information and assistance to eligible displaced persons. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1014</a> <a href="#">Skinner D</a></p> <p>Zero-emission vehicles.</p>	<p>2/14/2018-S. E. U., &amp; C. 3/12/2018-Set for hearing April 3.</p>	<p>Existing law, the Passenger Charter-party Carriers' Act, provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission, and makes it unlawful for a charter-party carrier to operate without first obtaining a permit or certificate from the commission, except as specified. The act includes specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. Under existing law, a violation of the act or an order or direction of the commission pursuant to the act is a crime. This bill would require the commission, in consultation with the State Air Resources Board (state board), to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles, as defined, used by participating drivers to provide prearranged transportation services for compensation for a transportation network company with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of transportation network companies so that 100% of the passenger miles are provided by zero-emission vehicles by December 31, 2028. The bill would require the commission, in consultation with the state board, to establish quarterly targets for the portion of vehicle miles traveled by zero-emission vehicles on behalf of a transportation network company. Because the violation of a commission order or direction implementing the bill's provisions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1119</a> <a href="#">Newman D</a></p> <p>Low Carbon Transit Operations Program.</p>	<p>2/22/2018-S. T. &amp; H. 2/22/2018-Referred to Coms. on T. &amp; H. and EQ.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. This bill contains other existing laws.</p>	<p>Recommend Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 6</a> <a href="#">Wiener</a> D</p> <p>Local transportation measures: special taxes: voter approval.</p>	<p>5/25/2017-S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2017</p>

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Ballot Measure	Location	Summary	Position
<p><b>Proposition 69</b> <b>Transportation Taxes &amp; Fees</b> <b>Lockbox</b></p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</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 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. This measure would create the Greenhouse Gas Reduction Reserve Fund, in which all moneys collected by the state board as part of a market-based compliance mechanism beginning January 1, 2024, and until the effective date of specified legislation would be deposited. The measure would require all moneys in the fund to be available upon appropriation for specified purposes and would require a bill making those appropriations to be passed by a 2/3 vote of the membership of each house of the Legislature. The measure would require all new moneys collected as part of a market-based compliance mechanism after the effective date of that specified legislation to be deposited in the Greenhouse Gas Reduction Fund. The measure would prohibit a specified sales tax exemption from being applied until the effective date of that specified legislation. This bill contains other existing laws.</p>	<p><b>Recommend Support</b></p> <p><b>ACA 5</b> <b>Supported in</b> <b>October 2017</b></p>