



BOARD OF DIRECTORS 2020

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EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

### Work Program – Legislative – Planning (WPLP) Committee Meeting

Committee Members: Charles Stone (Chair), Cindy Chavez, Monique Zmuda

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#). Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/96690807647> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: # 966 9080 7647 for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>**

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html).

Oral public comments will also be accepted during the meeting through Zoom or via the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For public participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise the Hand feature for public comment. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**August 26, 2020 – Wednesday**

**3:00 pm**

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public Comment on Items not on the Agenda

Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

4. Approve Meeting Minutes of July 22, 2020 MOTION
5. Resolution Endorsing the Riding Together: Bay Area Healthy Transit Plan MOTION
6. Receive State and Federal Legislative Update INFORMATIONAL
7. Committee Member Requests
8. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, September 23, 2020 at 3:00 pm via Zoom
9. Adjourn

## **INFORMATION FOR THE PUBLIC**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287*

### **Date and Time of Board and Committee Meetings**

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Fourth Monday of the month, 1:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### **Location of Meeting**

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.**

### **Public Comment\***

Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html). Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board  
Work Program – Legislative – Planning Committee (WPLP)  
1250 San Carlos Avenue, San Carlos CA**

**DRAFT MINUTES OF JULY 22, 2020**

**MEMBERS PRESENT:** C. Stone (Chair), C. Chavez, M. Zmuda

**MEMBERS ABSENT:** None.

**STAFF PRESENT:** J. Hartnett, J. Cassman, S. van Hoffen, S. Petty, M. Bouchard, D. Hansel, D. Seamans, S. Wong

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Charles Stone called the subcommittee meeting to order at 3:02 p.m.

**2. ROLL CALL**

District Secretary Dora Seamans called the roll and confirmed all members were present.

**3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Chair Stone extended public comments to three minutes per speaker.

Roland Lebrun, San Jose, commented on moving JPB videos from Granicus to a different platform, such as livestream to YouTube.

**4. APPROVE MEETING MINUTES OF JUNE 24, 2020**

Motion/Second: Chavez/Zmuda moved approval of the June 24, 2020 minutes

Ayes: Chavez, Zmuda, Stone

Noes: None

Absent: None

**5. Draft Equity, Connectivity, Recovery and Growth Framework**

Sebastian Petty, Deputy Chief of Planning, provided a presentation. He spoke on ongoing recovery planning efforts, the purpose, and framework based on detailed technical analysis. Mr. Petty said there is currently a renewed focus on equity and that currently, the railroad will not be operating on a stable service. He spoke on service equity in fares, equity in planning and communication, and connectivity (standardized clock face schedules), prioritizing coordination of transfers, building on expanding existing coordination, and integration of fare programs. He mentioned that there could be long-range service vision even in this limited time, and that level boarding has significant equity benefits. He re-emphasized long-range vision with operators up and down the corridor, from Salesforce Center to Diridon Station. Mr. Petty spoke on outreach including stakeholder outreach, staff at partner agencies, stakeholder advisory groups, staff coordinating group, citizen advisory committee, the Local Policy Makers Group and the JPB Board.

Board members had a discussion and staff provided further clarification in response to Board comments and questions on the following topics: how long it would take to accommodate mid-day riders, reduced fare program, fare increases and suspension,

system integration of fares, accessibility for the electrification program, Government Alliance on Race and Equity (GARE) program participation, who we expect to ride Caltrain, hiring and inclusivity.

Public comment

Adina Levin, Friends of Caltrain, commented on the successful modernization of Caltrain, disparities as to who has access to public transportation, lower income access to public transportation and Caltrain. She commented on the research connecting service connection and equity and regional action to highlight connections.

Roland Lebrun, San Jose, commented on following BART and scheduling trains to accommodate BART train schedules. He commented on spending at Hillsdale and San Francisco station platforms.

Chair Stone thanked staff for their work.

**6. Caltrain's Commitment Letters to the Metropolitan Transportation Commission (MTC) for Plan Bay Area 2050 Project Submissions**

Melissa Jones, Principal Planner, said this is a long-term effort to establish regional plans and sustainable community strategy. She noted that the state requires the region do this every four years. Metropolitan Transportation Commission (MTC) staff has advanced recommendations to include the final blueprint for the plan from evaluations last summer. Ms. Jones stated that MTC has received revised draft projects from project sponsors and can now move forward to draft the plan and adopt the environmental analysis by next Fall 2021.

Public comment

Roland Lebrun, San Jose, commented on the enhanced scenario, increased frequency, increased grade crossing and community solutions. He commented on the Redwood junction station needing to increase capacity of the line without blocking the line, and running double line trains without doubling train traffic.

Director Zmuda expressed support for the downtown extension project.

**7. State and Federal Legislative Update**

Casey Fromson, Director of Government and Community Affairs, provided an update. She stated that the MTC voted on the second allocation of the federal CARES Act for \$15 million; if additional funds are allocated, then there should be a true-up process associated. Ms. Fromson reported that the House passed large COVID package named HEROES and there is some movement to introduce the package in the senate hopefully before August recess. She mentioned that it may be introduced without funding for transit however, Senator Schumer and Speaker Pelosi are interested in Bay Area transit receiving funding and there are general advocacy efforts regarding Caltrain financial status. She stated that staff recommend action on Senator Weiner's Senate Bill (SB) 288, which would provide additional CEQA (California Environmental Quality Act) exemptions for certain projects, including rail projects. Ms. Fromson mentioned that SB 288 is consistent with the Caltrain 2020 advocacy program, which the Board adopted in support of sequence streamlining without diminishing environmental safeguards.

Director Zmuda asked about how much we were hoping for tranche 2. Ms. Fromson replied that more was expected due to the original formula for allocating funds. She said MTC and the Blue Ribbon Task Force changed the formula for the amount Caltrain would receive. Mr. Hansel said the original formula would have been about \$32 million.

Public comment

Jeff Carter, Millbrae, commented on frequency of trains and traffic gridlock, El Camino stopping traffic every 90 seconds or 2 minutes, and that constant time warning system implemented will not cause traffic.

Roland Lebrun, San Jose, expressed appreciation for SB 288 and SB 995 for the expedition of an environmental clearance of a new capital corridor Transbay tube and clear a different alignment from DTX.

WPLP Committee Board members unanimously expressed support for the staff recommendation.

**8. COMMITTEE MEMBER REQUESTS**

Director Zmuda requested an update on fare increase suspension.

**9. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: Wednesday, August 26, 2020 at 3:00 pm via Zoom.**

**10. ADJOURN**

The meeting adjourned at 4:16 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Officer, Communications

SUBJECT: **RESOLUTION ENDORSING THE "RIDING TOGETHER: BAY AREA HEALTHY  
TRANSIT PLAN"**

**ACTION**

Staff recommends the Board adopt a resolution endorsing the "Riding Together: Bay Area Healthy Transit Plan" (Plan) as a baseline set of measures that Caltrain, along with other Bay Area transit agencies, will implement to ensure the health of transit riders and workers during the coronavirus (COVID-19) pandemic.

**SIGNIFICANCE**

Bay Area transit agencies are uniting with the common goal of providing a healthy ride for the public as the region responds to COVID-19 pandemic. The core focus of this effort is the development and implementation of the Plan. The Plan outlines a baseline set of measures including frequent cleaning, personal protective equipment, face coverings, physical distancing, ventilation, and touchless fares. These baseline standards will provide transit customers with consistent expectations across all Bay Area public transportation operations and will help protect the health of public transportation operators and employees.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

On May 7, 2020, the Metropolitan Transportation Commission released a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

Although many of the public transportation providers have their own individual plans, operators throughout the region collaborated to create a common set of responsibilities for public transportation customers and public transportation providers.

In addition to providing a baseline set of standards that customers and workers can expect to see implemented on Bay Area transit systems, the Plan also outlines how the standards will be communicated to customers, workers and the general public. The Plan is a living document, and is intended to evolve as conditions, circumstances and regulations change.

Prepared by: Tasha Bartholomew, Manager, Communications

650-508-7927



**RESOLUTION NO. 2020-**

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**ENDORING THE "RIDING TOGETHER: BAY AREA HEALTHY TRANSIT PLAN" AS A  
BASELINE SET OF MEASURES TO ENSURE THE HEALTH OF TRANSIT  
RIDERS AND WORKERS DURING THE COVID-19 PANDEMIC**

**WHEREAS**, like other Bay Area transit systems, the health of riders and transit workers continues to be ~~San Mateo Transit Authority~~Caltrains's number one priority; and

**WHEREAS**, despite an unprecedented loss of ridership due to the COVID-19 pandemic, many riders continue to depend on Bay Area systems for essential travel; and

**WHEREAS**, survey data increasingly suggests that the majority of public transit riders will return to transit when allowed to do so; and

**WHEREAS**, the COVID-19 pandemic has presented transit systems with an historic set of challenges, including the need to adjust protocols and procedures to ensure a safe operating environment; and

**WHEREAS**, since the start of the pandemic, transit systems have collaborated with each other and with regional leaders, transit workers, rider advocates, public health experts, and others to create the "Riding Together: Bay Area Healthy Transit Plan" (Plan), which outlines a baseline set of measures that transit systems will implement to protect riders and workers; and

**WHEREAS**, the Plan provides guidance in the areas of vehicle disinfecting, physical distancing, face coverings, touchless payments, ventilation, employee

personal protective equipment, testing, contact tracing, and employee wellness assessments; and

**WHEREAS**, the Plan will coexist and complement system specific plans developed by individual transit agencies; and

**WHEREAS**, the Plan is a living document and is intended to evolve as transit agencies continue to monitor rider and employee health on their systems and collaboratively take steps to respond to changing conditions.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors supports the implementation of the "Riding Together: Bay Area Healthy Transit Plan" on ~~San Mateo Transit Authority~~Caltrain's services and on transit services throughout the Bay Area to keep transit riders and workers healthy during the COVID-19 pandemic; and

**BE IT FURTHER RESOLVED** that through the method established for transit system reporting of health metrics related to the COVID-19 pandemic, that District will report monthly on its performance in aligning with the baseline health measures set forth in the Plan.

Regularly passed and adopted this 3<sup>rd</sup> day of September, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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District Secretary

# *Riding Together*: Bay Area Healthy Transit Plan



# Collaborative Plan for Customers & Employees



- Tied to State Pandemic Resilience Roadmap
- Bay Area transit operator led: 9 counties, large & small, 25 agencies
- Goals:
  - Common health & safety commitments
  - Establish consistency between transit providers and for cross-county trips
  - Build passenger and worker confidence
- Key Components
  - Protocols to reduce transmission risk within & across systems
  - Common, adaptable and shared baseline
  - Operators will publicly share data for transparency & building public confidence
  - Coordinated communications program

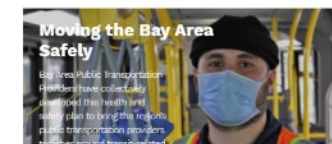
# Common Commitments



- Health & Safety Mitigations
  - State Mandated Face Coverings
  - Safe Distancing & Capacity
  - Hand Hygiene
  - A Quiet Ride
  - Daily Cleaning & Disinfecting
  - Ventilation
  - Touchless Fares
  - Provide PPE for Employees
  - Support Contact Tracing
  - Enhance Paratransit Protocols
- Communication Strategy
- Accountability & Reporting

# Plan Implementation

- Bay Area Operators accountable for Plan implementation
- Partnership with riders – shared responsibility
- Plan published 8/17 – [healthytransitplan.com](https://healthytransitplan.com)
- Commits to report monthly on performance in aligning with baseline health measures
- Living document – continued collaboration



## To Our Customers, Employees And Partners,

The COVID-19 Pandemic has been a massive strain for everyone, and it presents transit agencies with a historic set



**Thank you**

**Q&A**





**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work Program – Legislative – Planning (WPLP) Committee Meeting

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff Coordinating Council recommends the Board receives the attached memos. Staff will provide regular updates to the Board in accordance with Legislative Program.

**SIGNIFICANCE**

The 2020 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

650-508-6493

August 14, 2020

TO: Peninsula Corridor Joint Powers Board Members

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

RE: **STATE LEGISLATIVE UPDATE – August 2020**

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### **General Update**

The Legislature returned to Sacramento on July 27 to wrap up the final month of session. Given their delayed return, a lot remains on the agenda before the constitutionally required adjournment date of August 31. Both houses must pass the bills in their house out of policy committees, fiscal committees, off their respective floors and then consider bills on concurrence sent over from the other house by the end of the month.

To accommodate this tight timeline, Committee chairs have been reducing the number of bills they will hear in their committees, consequently creating tension between the two houses. The Assembly sent over 500 bills to the Senate, while the Senate only sent the Assembly approximately 100 bills. This discrepancy is due both to the size of each legislative body, but also, from the Senate's perspective, the Assembly's reluctance to pull bills that are not essential in the midst of a global pandemic. After discussions with leadership of both houses, many Senate policy committees added more bills to their agendas so a smaller proportion of Assembly bills would fall by the wayside.

The policy committee deadline is today, August 14 which required both houses to hear all bills with a fiscal impact in policy committee. Next, committees will begin to hear the remaining bills in their fiscal committees, where we expect to see another reduction of the bills being considered given the state deficit.

As it relates to economic recovery, the Governor has continued to make announcements that discussions with the Legislature are in the works but has yet to announce anything concrete. The end of session is quickly approaching, and it remains to be seen if any substantive economic recovery efforts will materialize in this short timeline.

## **Legislation of Interest**

**SB 288 (Wiener) – CEQA Exemptions for Transportation.** This bill would provide additional CEQA exemptions for certain projects, including rail projects. Specifically, the bill provides an exemption for projects that increase passenger or commuter service on rail rights-of-way already in use, including modernization of existing stations and parking facilities. The Caltrain Board supported this bill in August 2020.

The bill passed out of the Assembly Natural Resources Committee 7-1 and will be heard next in the Assembly Appropriations Committee later this month.

**SB 902 (Wiener) – Housing Density Near Public Transit and Jobs.** This bill would allow a local government to pass an ordinance to zone any parcel up to 10 units of residential density per parcel, at a height determined by the local government, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.

The bill passed out of the Senate Appropriations Committee 6-1, the Senate Floor 33-4, and the Assembly Local Government Committee 5-1 on August 11. It will head to the Senate Appropriations Committee next.

**SB 1351 (Beall) – Transportation Improvement Fee (TIF).** This bill creates the Transportation Improvement Fee Finance Committee that would authorize revenue bonds to be issued to Caltrans to expedite transportation projects. Of interest to Caltrain, around \$350 million of TIF revenue is used for the Transit and Intercity Rail Program (TIRCP).

The bill passed out of the Assembly Transportation Committee 11-3 on August 10. It will be heard next in the Assembly Appropriations Committee.

## **Statewide Competitive Grant Programs**

Below is a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

### **Transit and Intercity Rail Capital Program (TIRCP)**

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

January 2020 – Applications Due

April 2020 – CalSTA Award Announcement

### **Solutions for Congested Corridors Program (SCCP)**

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The

program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

### **Local Partnership Program (LPP)**

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

### **Trade Corridor Enhancement Program (TCEP)**

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

Important Dates:

January 2020 – Guidelines Adopted

March 2020 – Applications Due

June 2020 – Program Adoption

### **Grade Separation Funding**

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.

## Caltrain As of August 18, 2020 Transportation Report

### Status of COVID-19 Relief Package

Democrats and Republicans have yet to come to agreement on the next coronavirus relief bill. Both sides have blamed the other for the breakdown in talks and there does not appear to be a clear path forward at this time.

While small concessions had been made by both sides, the major hurdle remains the overall size of the legislative package. House Democrats are pushing for a funding level near the \$3.5 trillion dollar HEROES Act that passed the chamber in May, while Senate Republicans and the White House are favoring \$1 trillion. Direct state/local assistance and extended pandemic unemployment insurance continue to be two of the most contentious items along with the overall price tag for the deal. It is now unclear when negotiations will resume. The House is in recess through September 8, and votes are not scheduled until September 14th. The Senate technically remains in session, but most members have returned home.

Following the negotiations breakdown, President Trump signed four executive orders (EO). The executive orders are expected to face court challenges as to their constitutionality.

1. [Memorandum on Authorizing the Other Needs Assistance Program for Major Disaster Declarations Related to Coronavirus Disease 2019:](#) Extends enhanced unemployment benefits that expired at the end of July by opening up the FEMA Public Assistance funding to states. The benefits will be lowered from \$600 to \$400 per week, with states required to cover 25 percent of the cost. States could choose to use their CARES Coronavirus Relief Funds (CRF) to provide match.
  - The Senate HEALS Act extended FPUC at \$200 per week – states would be required to switch to wage replacement or apply for waiver to keep doing FPUC at \$200 per week for an additional two months.
  - The House passed HEROES Act maintained \$600 per week through January 2021.
  - When asked by reporters why the enhanced unemployment benefits would not be kept at the \$600 level, as Democrats had pushed for, President Trump said the new rate gives Americans "a great incentive to go back to work."
2. [Memorandum on Deferring Payroll Tax Obligations in Light of the Ongoing COVID-19 Disaster:](#) Directs the Treasury Department to allow employers to defer payment of employee-side payroll taxes through the end of 2020 for Americans earning less than \$100,000 annually. The holiday is expected to be retroactive to Aug. 1, President Trump said, adding that he hoped to forgive the deferred payroll taxes and make permanent payroll tax cuts if he is reelected in November.

- This was President Trump’s priority item for inclusion in the HEALS Act, but Senate Republicans did not include the tax cut in the HEALS Act package.

3. [Memorandum on Continued Student Loan Payment Relief During the COVID-19 Pandemic](#) – Directs the Education Department to pause student loan payments through December 31.

- Payment pause was included in the CARES Act through September 30, 2021.
- HEROES Act extends the payment pause.
- HEALS Act does not extend the payment pause.

4. [Executive Order on Fighting the Spread of COVID-19 by Providing Assistance to Renters and Homeowners](#): Directs the Department of Housing and Urban Development (HUD) to extend moratorium on evictions

- HEALS Act does not extend moratorium on evictions and mortgage foreclosures.
- HEROES Act extends and expands eviction and foreclosure moratorium.

## Appropriations Update

On July 31, the House passed its second FY 2021 minibuss, a \$1.3 trillion appropriations bill ([H.R. 7617](#)), boosting budgets at the Pentagon and the Departments of Labor, Health and Human Services (HHS), Education, Homeland Security, Justice, Transportation, Energy and more. The six-bill package, which passed the lower chamber in a 217-197 vote, included more than 300 amendments.

The package includes \$210 billion in emergency money to help federal agencies combat the coronavirus pandemic, in addition to funding for state and local public health departments, public health prevention efforts, medical research, infrastructure, public housing and more. The legislation represents an opening offer from House Democrats in negotiations to pad federal agency coffers in fiscal 2021 and avoid a government shutdown at the end of this fiscal year, which is on September 30.

Earlier in the month, the House approved a four-bill, \$259.5 billion bundle ([H.R. 7608](#)) that would fund the Departments of State, Interior, Agriculture, Veterans Affairs and other agencies with billions of additional dollars. The House has now passed 10 out of 12 spending bills on the floor. The House decided not to consider the Department of Homeland Security (DHS) spending measure as the progressive members opposed it. House leaders have no plans to consider the bill that funds parts of the legislative branch because it does not include a cost-of-living adjustment for members of Congress — a priority for Majority Leader Steny Hoyer (D-MD) and other lawmakers who have experienced nearly a decade of pay-freezes.

The Senate has not released any of its 12 spending bills. Amid negotiations between Republicans and Democrats on the next coronavirus relief package, the two caucuses are also negotiating whether to include emergency coronavirus cash in their annual spending bills. Republicans have

criticized House Democrats for padding appropriations bills with billions of additional money for emergency spending, arguing that the extra funding contradicts a two-year budget deal struck last summer. The Bipartisan Budget Act of 2019 ([Public Law 116-37](#)) boosted spending and allotted a total of \$740.5 billion in defense funding and \$634.5 billion in nondefense funding for fiscal 2021.

Below are the transportation provisions in the FY 2021 Transportation/HUD Appropriations bill:

- \$1 billion for the BUILD grant program
  - Requires DOT to provide 60% of grants to urban areas and 40% to rural areas.
  - \$20 million for planning grants “with an emphasis on transit, transit oriented development, and multimodal projects”.
  - \$20 million for planning grants in areas of persistent poverty.
- \$61 billion for highways, plus \$1 billion from the general fund for highway infrastructure programs
  - \$632 million of the additional \$1 billion would be distributed to states via formula under the Surface Transportation Block Grant Program.
- \$15.9 billion for FTA transit formula grants, plus \$510 million from the general fund for transit infrastructure grants
- \$2.2 billion for FTA’s Capital Investment Grants program, including \$525 million for Core Capacity

The appropriations bill also includes an additional \$26 billion to “strengthen and make more resilient our nation’s aging infrastructure” in response to the COVID-19 pandemic, including:

- \$3 billion for BUILD grants
- \$2.5 billion for discretionary airport grants
- \$5 billion for CRISI grants
- \$8 billion for Amtrak, including \$5 billion for the Northeast Corridor and \$3 billion for the National Network
- \$5 billion for the CIG program

### **Highway Trust Fund Is Recovering**

On August 6, the Treasury Department published its monthly report of the Highway Trust Fund (HTF) tax receipts for July 2020 that shows federal gas taxes are now slightly above last year’s levels. July 2020 HTF tax receipts totaled \$3.84 billion, which is \$201 million above the July 2019 level.



## FTA Announces Bus & Bus Facilities Grants

- On August, the FTA announced \$464 million in bus and bus facilities grants to 96 projects in 49 states and territories. The following awards were made in California:
  - ✓ \$1,767,769 for the Butte County Association of Governments to purchase electric buses and related charging equipment and infrastructure for B-Line (Butte Regional Transit) for residents in Chico, Oroville, Paradise, and communities throughout Butte County.
  - ✓ \$1,400,000 for the California Department of Transportation on behalf of Kern Regional Transit to construct a bus maintenance facility in Kern County.
  - ✓ \$3,760,000 for the City of Davis to purchase new battery-electric buses to replace aging buses that have exceeded their useful life. This project will improve the safety and reliability of Unitrans public transit, which serves residents of the City of Davis, including students and employees of the University of California-Davis.
  - ✓ \$2,521,984 for Monterey-Salinas Transit to purchase new buses to replace aging vehicles that have exceeded their useful life in the greater Monterey and Salinas areas and communities throughout Monterey County.
  - ✓ \$1,850,000 for Solano County Transit (SolTrans) to plan, construct, and install electrical charging infrastructure, including on route charging at transit centers, for a future all-electric bus fleet for residents of the cities of Vallejo and Benicia and communities throughout southern Solano County.
- The Grants for Buses and Bus Facilities Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

## Grant Opportunities

- [Work Zone Data Exchange Demonstration](#): \$2.4 million available. Applications due August 3.
- [Advanced Transportation and Congestion Management Technologies Deployment Initiative](#): \$12 million available. Applications due August 3.
- [Expedited Project Delivery Pilot Program](#): \$225 million available in Fiscal Year (FY) 2020, FY 2019, FY 2017 and FY 2016 funds, of which \$100 million is currently available. Applications will be accepted on a rolling basis until up to eight grants are awarded, subject to funding availability.

# Caltrain

## State Legislative Matrix 8/14/2020

| Active Bills  |  |   |          |
|---|--|---|----------|
| Bill Number<br>(Author)   | Summary  | Location  | Position |
| <a href="#">AB 145</a> ( <a href="#">Frazier D</a> )<br><br>High-Speed Rail Authority: Senate confirmation.                         | Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.<br><br>Introduced: 12/13/2018  | Senate Transportation   | Watch    |
| <a href="#">AB 196</a> ( <a href="#">Gonzalez D</a> )<br><br>Workers' compensation: COVID-19: essential occupations and industries. | Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of employment. This bill would define "injury," for certain employees who are employed in an occupation or industry deemed essential in the Governor's Executive Order of March 19, 2020 (Executive Order N-33-20), except as specified, or who are subsequently deemed essential, to include coronavirus disease 2019 (COVID-19) that develops or manifests itself during a period of employment of those persons in the essential occupation or industry. The bill would apply to injuries occurring on or after March 1, 2020, would create a conclusive presumption, as specified, that the injury arose out of and in the course of the employment, and would extend that presumption following termination of service for a period of 90 days, commencing with the last date actually worked.<br><br>Amended: 5/5/2020 | Senate Appropriations<br><br>8/17/2020 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, PORTANTINO, Chair | Watch    |

**Active Bills**

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| <p><a href="#"><u>AB 1112</u></a> (<a href="#"><u>Friedman D</u></a>)</p> <p>Micromobility devices: relocation.</p>  | <p>Existing law authorizes a peace officer to order the removal and storage of a vehicle under various circumstances, including when the vehicle is parked in a manner obstructing traffic or blocking access to a fire hydrant. Existing law generally regulates the operation of bicycles, electric bicycles, and motorized scooters. Under existing law, a violation of the Vehicle Code is a crime. This bill would prohibit an unauthorized person from removing an unattended micromobility device from a highway to a storage facility, garage, or other place. The bill would authorize a person to relocate an illegally parked micromobility device a short distance in order to clear a highway, sidewalk, doorway, or public bicycle path or trail for vehicle or pedestrian traffic. The bill would allow a peace officer to relocate an illegally parked micromobility device to a properly parked location. If relocation is impracticable, the bill would allow a peace officer to remove a micromobility device in the same manner as a vehicle. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.</p> <p>Amended: 7/22/2020</p> | <p>Senate Transportation</p>   | <p>Watch</p> |
| <p><a href="#"><u>ACA 1</u></a> (<a href="#"><u>Aguiar-Curry D</u></a>)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>(1)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>Amended: 3/18/2019</p>                               | <p>Assembly Reconsideration</p> <p>8/24/2020 #16 ASSEMBLY MOTION TO RECONSIDER</p> | <p>Watch</p> |

**Active Bills**

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| <p><b><u>SB 146</u> (Beall D)</b></p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p> | <p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Before the adoption of a sustainable communities strategy or an alternative planning strategy, existing law requires a metropolitan planning organization to complete certain procedural requirements, including a requirement to conduct informational meetings, as specified, and a requirement to adopt a public participation plan that includes, among other things, workshops throughout the region and public hearings on the draft sustainable communities strategy or alternative planning strategy, as specified. This bill, until January 1, 2023, would recharacterize the workshops as public engagement gatherings and would authorize these informational meetings, public engagement gatherings, and public hearings to be conducted by electronic means if a call-in telephonic option is also provided and the meeting is not required to be conducted pursuant to the Ralph M. Brown Act. The bill, until January 1, 2023, would make other related changes. This bill contains other existing laws.</p> <p>Amended: 8/12/2020</p> | <p>Assembly Second Reading</p> <p>8/24/2020 #2 ASSEMBLY SECOND READING<br/>FILE -- SENATE BILLS</p> | <p>Watch</p> |
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**Active Bills**

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| <p><a href="#">SB 288</a> (<a href="#">Wiener D</a>)</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p> | <p>(1)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 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. This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit, as specified, and projects for the designation and conversion of general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle lanes, or highway shoulders, as specified. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities. The bill would, except as provided, require those exempt projects to meet additional specified criteria, including that a public agency is carrying out the project and is the lead agency for the project. The bill would, except as provided, require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided. For those exempted projects exceeding \$100,000,000 in 2020 United States dollars, the bill would, except as provided, require the lead agency to complete and consider the results of a project business case and a racial equity analysis, as prescribed, would require the lead agency, before exempting a project from CEQA, to hold at least 3 noticed public meetings in the project area to hear and respond to public comments, and would require the lead agency, in at least one of those public meetings, to review the project business case and the racial equity analysis, and would also require the lead agency to conduct at least 2 noticed public meetings annually during project construction for the public to provide comments. If the lead agency determines to carry out a project exempt under the above provisions, the bill would require the lead agency to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the project is located. The bill would repeal the above-described exemptions on January 1, 2023. This bill contains other related provisions and other existing laws.</p> <p>Amended: 8/12/2020</p> | <p>Assembly Appropriations</p> | <p>Supported August 2020</p> |
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**Active Bills**

**[SB 902](#) ([Wiener D](#))**

Planning and zoning:  
housing development:  
density.

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 authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government 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. This bill contains other related provisions.

Amended: 5/21/2020

Assembly Appropriations

Watch

**Active Bills**

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| <p><a href="#"><u>SB 1159</u></a> (<a href="#"><u>Hill D</u></a>)</p> <p>Workers' compensation: COVID-19: critical workers.</p> | <p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. This bill would define "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2024, for employees generally, and until July 1, 2024, for certain peace officers, firefighters, and health care workers, among others. The bill would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. The bill would require an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. The bill would also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days rather than 90 days. The bill would state the intent of the Legislature to create a disputable presumption for employees diagnosed with COVID-19 as part of an outbreak at a specific place of employment.</p> <p>Amended: 8/12/2020</p> | <p>Assembly Appropriations</p> | <p>Watch</p> |
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**Inactive Bills**

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| <p><b><a href="#">AB 90</a> (Committee on Budget)</b><br/>Transportation.</p>  | <p>(1)Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1 / 4 % sales tax in each county are transferred to the county’s local transportation fund and available, among other things, for allocation by a transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways for an operator to qualify for funding, including a standard under which the allocated funds 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 cost. If an operator was allocated funds from a local transportation fund during a fiscal year in which it did not maintain the required ratio of fare revenues to operating cost, existing law requires the operator’s eligibility to receive these moneys and specified allocations under the State Transit Assistance Program to be reduced during a subsequent penalty year by the amount of the difference between the required fare revenues and the actual fare revenues collected for the fiscal year that the required ratio was not maintained.This bill would prohibit the imposition of this penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during the 2019–20 or 2020–21 fiscal year. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 6/29/2020</p> | <p>Assembly Chaptered</p>                                       | <p>Watch</p> |
| <p><b><a href="#">AB 1991</a> (Friedman D)</b><br/>Transit and Intercity Rail Capital Program: passenger tramways.</p> | <p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency.This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p> <p>Introduced: 1/27/2020</p>  | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |



**Inactive Bills**

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| <p><a href="#"><u>AB 1992</u></a> (<a href="#"><u>Friedman D</u></a>)</p> <p>Transportation: transportation infrastructure: climate change.</p> | <p>Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state’s limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council’s report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission’s revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws.</p> <p>Amended: 3/11/2020</p> | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |
| <p><a href="#"><u>AB 2012</u></a> (<a href="#"><u>Chu D</u></a>)</p> <p>Free senior transit passes: eligibility for state funding.</p>          | <p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p> <p>Introduced: 1/28/2020</p>   | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |

**Inactive Bills**

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| <p><a href="#">AB 2057</a> (Chiu D)<br/>San Francisco Bay area: public transportation.</p> | <p>(1)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 various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. Existing law establishes the Transportation Agency consisting of various state agencies 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 declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area’s local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst’s Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027. This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The bill would require the commission, in the next upgrade to the Clipper card payment system, to enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs. This bill contains other related provisions and other existing laws. Amended: 5/4/2020</p> | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |
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**Inactive Bills**

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| <p><a href="#"><u>AB 2176</u></a> (<b>Holden D</b>)</p> <p>Free student transit passes: eligibility for state funding.</p>            | <p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/11/2020</p>  | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |
| <p><a href="#"><u>AB 2237</u></a> (<b>Berman D</b>)</p> <p>San Francisco Bay area county transportation authorities: contracting.</p> | <p>The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the San Francisco Bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified. The bill would specify that the requirement does not apply to construction contracts.</p> <p>Amended: 5/4/2020</p> | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |

**Inactive Bills**

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| <p><a href="#">AB 2249</a> (<a href="#">Mathis R</a>)</p> <p>High-speed rail:<br/>legislative oversight.</p>       | <p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/13/2020</p> | <p>Failed passage in the Assembly Transportation Committee*</p>   | <p>Watch</p> |
| <p><a href="#">AB 2943</a> (<a href="#">Ting D</a>)</p> <p>Surplus property:<br/>disposal.</p>                     | <p>Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.</p> <p>Introduced: 2/21/2020</p>   | <p>Failed passage in the Assembly Local Government Committee*</p> | <p>Watch</p> |
| <p><a href="#">AB 2987</a> (<a href="#">Flora R</a>)</p> <p>Local agency public contracts: bidding procedures.</p> | <p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/21/2020</p>  | <p>Failed passage in the Assembly Local Government Committee*</p> | <p>Watch</p> |

**Inactive Bills**

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| <p><a href="#"><u>AB 3116</u></a> (<a href="#"><u>Irwin D</u></a>)</p> <p>Mobility devices:<br/>personal information.</p>                          | <p>Existing law, the California Consumer Privacy Act of 2018, 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 opt out of the sale of a 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>Amended: 5/12/2020</p> | <p>Assembly Dead – Held in Appropriations Committee</p>            | <p>Watch</p> |
| <p><a href="#"><u>AB 3128</u></a> (<a href="#"><u>Burke D</u></a>)</p> <p>Electricity:<br/>deenergization events:<br/>fuel cells.</p>              | <p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.</p> <p>Introduced: 2/21/2020</p>  | <p>Failed passage in the Assembly Natural Resources Committee*</p> | <p>Watch</p> |
| <p><a href="#"><u>AB 3213</u></a> (<a href="#"><u>Rivas, Luz D</u></a>)</p> <p>High-Speed Rail Authority: high-speed rail service: priorities.</p> | <p>Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.</p> <p>Introduced: 2/21/2020</p>   | <p>Assembly Dead – Failed Fiscal Committee Deadline</p>            | <p>Watch</p> |
| <p><a href="#"><u>HR 97</u></a> (<a href="#"><u>Frazier D</u></a>)</p> <p>Relative to high-speed rail.</p>   | <p>Chaptered: 6/11/2020</p>  | <p>Assembly Adopted</p>  | <p>Watch</p> |

**Inactive Bills**

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| <p><b><a href="#">SB 43</a> (Allen D)</b></p> <p>Carbon intensity and pricing: retail products.</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 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. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.</p> <p>Amended: 7/1/2019</p>  | <p>Failed passage in the Assembly Revenue and Taxation Committee*</p> | <p>Watch</p> |
| <p><b><a href="#">SB 50</a> (Wiener D)</b></p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p> | <p>(1) Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p> <p>Amended: 1/6/2020</p> | <p>Failed passage on the Senate Floor</p>                             | <p>Watch</p> |
| <p><b><a href="#">SB 147</a> (Beall D)</b></p> <p>High-Speed Rail Authority.</p>  | <p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority’s internet website.</p> <p>Introduced: 1/18/2019</p>  | <p>Failed passage in the Assembly Transportation Committee*</p>       | <p>Watch</p> |

**Inactive Bills**

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| <p><a href="#">SB 278</a> (<a href="#">Beall D</a>)</p> <p>Metropolitan Transportation Commission.</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/28/2019</p> | <p>Failed passage in the Assembly Transportation Committee*</p> | <p>Watch</p> |
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\*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.