

TO: MP&L Committee

FROM: Rick Ramacier 
General Manager

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SUBJ: Legislative Update: State & Federal

State Update

Friday, January 19, 2021 was the deadline for bill introduction in the state legislature. Over the next few weeks, information will come forward regarding bills that will impact County Connection and/or public transit. As we learn more about these bills, it may be appropriate for County Connection to take positions on these bills and to communicate those to our legislative delegation. At this point, a few bills have been identified to further watch as they progress.

AB629 - Chiu

This is the place holder for the legislation to address Bay Area public transit governance, planning, funding, and coordination. It is also the vehicle to possibly address anticipated recommendations coming out of the work the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (BRTF). As of now, the bill is essentially a shell awaiting amendments. Those first amendments could come in the first week of March. It is likely this bill will be amended throughout the legislative process this session.

AB455 – Bonta

This bill would enact the Bay Bridge Fast Forward Program. The goal is to improve transit service along the Bay Bridge corridor into San Francisco. The Program is to be developed by the Bay Area Toll Authority (BATA) in conjunction with the San Francisco Transportation Authority, the Alameda County Transportation Commission (ACTC) and the Contra Costa Transportation Authority (CCTA). The following transit operator's services into San Francisco are anticipated to improve in this process: AC Transit, WestCAT, and services under the Solano Transportation Authority (STA). This is in Phase One. In Phase Two, an exclusive lane for bus and high occupancy vehicles on the Bay Bridge is to be explored.

AB917 – Bloom

Current law allows AC Transit and San Francisco MTA to use forward facing cameras on their buses in the enforcement of citing illegally parked cars in bus stops within bus only lanes. AC

Transit's authority sunsets this year. AB917 is a collaborative effort between AC Transit, LA Metro, and the California Transit Association (CTA) to repeal the AC Transit sunset date. It also would authorize all public transit operators in California to use the same type of video enforcement for vehicles parked illegally in public bus stops. This new authority would be optional and could only be used upon an individual transit operator's policy board adopting a resolution to do so.

Federal Update

American Rescue Plan Act

The Congress is now working on a third major Covid-19 economic stimulus/relief package called the American Rescue Plan Act (ARPA). The working bill contains roughly \$30.5 billion for public transit. Most of this would go out on a formula basis much like the two previous acts: CARES Act and CRRSSA. In this third effort, there is a piece that directs capital funding to four on Bay Area capital projects. These include Caltrain electrification, BART Transbay core capacity, BART extension to San Jose Phase 2, and San Francisco Central Subway project.

The formula funds would again be expected to be spent on keeping workers employed in service. Draft language seems to suggest this round of funding could also be used to begin the Covid-19 recovery process for public transit. The Urbanized Area (UZA) 75% cap language in the CRRSSA Act is to be amended to 132%. In short, this means County Connection will be able to directly receive funding under APRA. Technically, County Connection is not eligible for direct funding under CRRSSA.

At this point, it is not possible to provide any kind of projection of how much County Connection would receive if APRA is enacted as drafted today. As we learn more, that will be passed on to you as information. At this time, every member of our Congressional delegation have signaled their strong support of ARPA.

Congressman DeSaulnier's I-680 Clean Corridor Effort

The office of Congressman DeSaulnier and the Contra Costa Transportation Authority (CCTA) have discussed the idea of having I-680 named as a "Clean Corridor". This designation would likely make available non-traditional funding sources for clean transportation initiatives in the I-680 corridor. This is something we should expect to talk about when we meet with Congressman DeSaulnier later in March. As of now, I am speaking with CCTA about how this could develop into a transit opportunity for us.

Action Requested

None. This is for information. Staff will provide a brief update and seek and feedback you may have.