

2018 STATE LEGISLATIVE PROGRAM

The California Transit Association's 2018 State Legislative Program is an integral part of making our vision a reality, and is part and parcel of our mission to further the interests of public transportation as defined in our Strategic Plan.

Vision Statement

This statement contains our long-range vision for the transit industry and portrays the desired future the Association seeks to achieve. Our Association's vision is to have:

“Fully funded, efficient, and effective public transit systems operating in a balanced transportation network.”

Mission Statement

To attain that vision we carry out our mission to:

“Support the needs of California’s public transit systems through advocacy and education.”

Advocacy

The goal of the advocacy effort contained in our Strategic Plan is to:

“Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing and advancing public transit.”

The objectives of our advocacy effort are aimed at:

- Ensuring that existing transit funds are protected.
- Securing new funds for transit.
- Pursuing laws and regulations supporting transit and defeating those impeding transit's ability to meet the public's mobility needs.
- Using public and private partnerships to successfully influence favorable policy outcomes.
- Enhancing public awareness of transit and its daily positive impact on the lives of all Californians.

2018 STATE LEGISLATIVE PROGRAM – SUMMARY OF NEW / ACTION ITEMS

The following summarizes the highest priority policy goals the California Transit Association will pursue in 2018, including sponsored legislation we will seek.

- **Cap and Trade Funding:** Pursue additional dedicated funding from the Greenhouse Gas Reduction Fund (GGRF), secure policy changes to the Affordable Housing and Sustainable Communities Program, and ensure continued funding from the GGRF for low and zero-emission bus deployment.
- **Transit Electrification:** Oppose any zero-emission bus (ZEB) purchase mandate that would place undue burden on transit agencies. Work with the Association’s ZEB Task Force and our ZEB leadership team to develop and advocate for the adoption of a regulatory or legislative framework that supports transit electrification by providing transit agencies with flexibility and additional funding. Continue to monitor the California Public Utilities Commission’s proceedings on transportation electrification and pursue, as necessary, and with support from the Association’s consultant, legislation related to the procurement of electricity by transit systems.
- **Three-Position Bike Racks:** Pursue legislation to amend existing law related to the use of bike racks on 60-foot articulated buses to accommodate the use of three-position bike racks.
- **Transit-Only Lane Enforcement (TOLE) Expansion:** Work with interested transit agencies to discuss expanding the use of cameras for the enforcement of parking violations within or at transit facilities and explore a legislative solution for the expanded authorization.
- **AB 1113 (Bloom) [Chapter 86, Statutes of 2017] Implementation:** Ensure the successful implementation of the State Transit Assistance program.
- **Bus on Shoulder Expansion:** Support Association members as they define and seek an expansion of the existing, very limited bus on shoulder statutory authorization granted to Monterey-Salinas Transit District and Santa Cruz Metropolitan Transit District by AB 946 (Stone) [Chapter 426, Statutes of 2013].

2018 STATE LEGISLATIVE PROGRAM – ALL ACTION ITEMS

The following summarizes all policy goals the California Transit Association will actively pursue in 2018, whether through sponsoring legislation or in supporting the work of other groups. These are a mix of our existing goals and new items added for 2018.

OBJECTIVE 1: Existing transit funds are protected.

A. Protect existing State transit funds, including new SB 1 (Beall and Frazier) [Chapter 5, Statutes of 2017] funding, TDA, PTA, and Cap and Trade revenues for transit, from being eliminated, terminated, shifted or otherwise used for non-transit purposes, without specific repayment terms, and restore or obtain repayment of all previous loans or shifts of transit funds.

The Association will advocate for maintenance of transit funding in the FY 2018-19 State Budget at existing levels (including the new funding enacted in SB 1) and will participate in the implementation process for the various SB 1 programs affecting transit agencies, including the Transit and Intercity Rail Capital Program, the State Transit Assistance “State of Good Repair” Program, the Solutions for Congested Corridors Program, and the State Rail Assistance Program. The Association will partner with local government, the environmental community, and other interested transportation stakeholders, among others, and form coalitions advocating for protection of transit funding. This includes supporting efforts to protect SB 1 funding, including supporting ACA 5 (Frazier and Newman), and opposing any effort(s) to repeal, divert, or place conditions on recently enacted SB 1 funding. The Association will also closely monitor the implementation of the various SB 1 programs impacting transit and seek legislative fixes should any issues arise.

B. Work to implement the changes made to the State Transit Assistance Program brought by the passage of AB 1113.

The Association will work with member agencies, regional transportation planning agencies, and the State Controller’s Office to implement the changes made to the State Transit Assistance (STA) program in AB 1113 and seek placeholder legislation for any issues that arise during the implementation process.

C. Preserve the relative share of Cap and Trade revenues for public transit established in 2014 legislation and explore flexibility with regard to the use of existing Cap and Trade revenues.

The Association will work to protect the existing long-term Cap and Trade revenue allocated to transit in SB 862 (Committee on Budget and Fiscal Review) [Chapter 36, Statutes of 2014] through the Low-Carbon Transit Operations Program (5 percent) and the Transit and Intercity Rail Capital Program (10 percent), ensure more funding from the Affordable Housing and Sustainable Communities Program (20 percent) flows to transit, and support continued appropriations of Cap and Trade funds to the Low Carbon Transportation program to be used for transit. The Association will also look for opportunities to more appropriately apply the disadvantaged community-benefit requirements for the Cap and Trade programs impacting transit and seek additional flexibility for the use of Cap and Trade funding within these programs.

OBJECTIVE 2: New transit funds are secured.

A. Advocate for additional, more flexible state transit funding from the Cap and Trade program.

The Association will maintain the primary goal to double the funding percentage for both the LCTOP and the TIRCP. However, as a fallback position during negotiations, the Association would instead propose only doubling the LCTOP, bringing this program on par with the TIRCP (each would receive 10 percent of Cap and Trade revenues). Also, if during next year’s process it appears the Legislature has an aversion to further continuous appropriations, we would explore a one-time appropriation of funds to either program.

Additionally, with regard to the continuously appropriated programs, the Association will explore legislation to amend the AHSCP to direct more funding to transit.

The Association will also work to grow funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project and The Zero-Emission Truck and Bus Pilot Commercial Deployment Projects.

B. Support new local government funding options to support transit and infrastructure near transit.

The Association supports new local funding tools enabling local governments to maintain and expand transit service and promote infrastructure, including affordable housing, near public transit. These tools could come in the form of changes to Infrastructure Financing District law, CEQA incentives for development closer to transit stations, lower voter-thresholds for local sales tax initiatives, and the inclusion of transit-oriented development projects in new housing programs.

OBJECTIVE 3: Laws and regulations supporting transit are enacted and those impeding transit's ability to meet the public's mobility needs are defeated.

A. Ensure a positive outcome for transit in the California Air Resources Board's (ARB) proposed Innovative Clean Transit Initiative, oppose any ZEB purchase mandate that would place undue burden on transit agencies, and seek new sources of funding to incentivize the adoption of ZEB technology.

After discussions of an incentives-driven approach to transit electrification failed, member agencies expressed their concerns with the California Air Resources Board's (ARB) proposed Innovative Clean Transit (ICT) Initiative. The ICT Initiative, which is expected to be adopted by ARB in early 2018, aims to further reduce emissions from transit buses and incite the widespread commercialization of zero-emission bus (ZEB) technology via a ZEB purchase mandate.

The Association will continue to work with the ZEB Task Force and its ZEB leadership team to develop, and advocate for the adoption of a regulatory or legislative framework that supports transit electrification through flexible targets and by providing transit agencies with additional funding to offset the costs of ZEBs and their supporting infrastructure. The Association will also continue to educate ARB on ZEB deployment and the funding needs of transit agencies.

B. Pursue regulatory and/or legislative solutions to reducing the cost of electricity procured by transit systems.

In 2016, the Association became a party to a proceeding at the California Public Utilities Commission (CPUC) aimed at furthering the goals of SB 350 (de León) [Chapter 547, Statutes of 2015] by removing barriers to transportation electrification. As part of this proceeding, the state's three major investor-owned utilities (IOUs) – San Diego Gas and Electric (SDGE), Southern California Edison (SCE), and Pacific Gas and Electric (PGE) – were required to introduce proposals for investing in electric vehicle charging infrastructure and/ or reducing electricity rates to promote widespread transportation electrification. While there is much in these proposals that our members support (e.g. SCE has proposed to eliminate demand charges for five years, and SCE and PGE have proposed investing significant resources in heavy-duty charging infrastructure), it is not guaranteed that these proposals will be approved by the CPUC or that they maximize state support for transit electrification. To support the Association's advocacy in this arena, the Association plans to retain a consultant that advises its leadership team on electricity rate design and that monitors and responds to ongoing and future electricity rate design proceedings at the CPUC.

The Association will continue to monitor the CPUC's proceedings on transportation electrification and pursue, as necessary, and with support from its consultant, legislation related to the procurement of electricity by transit systems to make the implementation of ZEB technology more cost-effective.

C. Pursue legislation to amend existing law related to the use of bike racks on 60-foot articulated buses to accommodate the use of three-position bike racks.

The Association will pursue a statutory change to existing law to authorize the use of three-position bike racks on 60-foot buses that are up to 40 inches in length when measured from the front body of the bus. Current law allows bike racks on these buses, but they may only extend 36 inches from the front of the bus. In 2014, AB 2707 (Chau) [Chapter 310, Statutes of 2014] authorized the use of 40-inch racks on 40-foot buses across the state.

D. Work with interested transit agencies to explore the expansion of the TOLE program.

The Association will participate in discussions amongst interested transit agencies on expanding the use of cameras for the enforcement of parking violations within or at transit facilities. This could include authorizing additional agencies to utilize the existing Transit-Only Lane Enforcement (TOLE) program in place at San Francisco Municipal Transportation Agency and Alameda-Contra Costa Transit District (Section 40240 of the Vehicle Code), which allows for the enforcement of parking violations in transit-only lanes, and/ or expanding the program to include other types of violations, such as parking at bus stops. Depending on the outcome of the group's discussions, there could be a need for a legislative solution for the expanded authorization.

E. Define and seek as appropriate an expansion of the existing, very limited bus on shoulder statutory authorization.

AB 946 (Stone) [Chapter 426, Statutes of 2013] authorized Monterey-Salinas Transit District (MST) and Santa Cruz Metropolitan Transit District (METRO), in consultation with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP), to designate the shoulders of certain highways and freeways as transit bus-only corridors (commonly referred to as BOS programs). In 2016, the Santa Clara Valley Transportation Authority sponsored AB 1746 (Stone), which sought to expand on the authorization previously provided to MST and METRO to allow itself and numerous other agencies to use the shoulders of certain state highways as transit-bus only traffic corridors.

The Association will continue to support the efforts of interested transit and regional agencies to expand the Bus on Shoulder authorization.

F. Support state policies that encourage development near transit.

The Association supports state policy objectives that enable local governments to maintain and expand transit service and promote infrastructure, including affordable housing, near public transit.

G. Monitor state implementation of pension reform laws.

The Association will closely monitor state and federal actions regarding the 2013 Public Employees' Pension Reform Act (PEPRA)/ 13(c) issue and continue to remain actively involved with all levels of government on this issue to mitigate any negative impacts to transit systems or support efforts which advantage transit systems. The Association will also support Association members in their efforts to clarify PEPRA as it applies to employees covered under Section 13(c) of the Federal Transit Act.

H. Support efforts to implement the Fixing America's Surface Transportation (FAST) Act in California with the best outcome for transit.

The Association will continue to participate in state legislative and regulatory efforts to ensure appropriate implementation of the FAST Act at the state level.

I. The Association will work with legislative leadership, the Governor and other groups to advocate that any reforms to the CEQA process advantage public transit projects, including bicycle, pedestrian, and TOD projects, and will monitor closely the implementation of SB 743 (Steinberg) [Chapter 386, Statutes of 2013].

J. The Association will support the state's rail modernization efforts, including continued development of the high-speed rail project in its efforts to help the state achieve a successful multi-modal transportation system for the future, predicated on certain factors outlined in previous legislative programs and in the Association's letter to the High-Speed Rail Authority dated December 31, 2013.

OBJECTIVE 4: Public and private partnerships are used to successfully influence favorable policy outcomes.

The Association will work to build new, mutually beneficial relationships between the Association, its members, and public & private partners, as well as enhance existing relationships that have helped support the Association's goals in the past.

OBJECTIVE 5: Enhanced public awareness of transit and its daily positive impact on the lives of all Californians.

The Association will provide to decision-makers and partner organizations available polling data and other information that indicates increased public support for transit compared to previous years, and, work to increase the number of *iTransit* program followers and to engage them on important policy issues.