STAFF REPORT

TO: AC Transit Board of Directors
FROM: Michael A. Hursh, General Manager
SUBJECT: Monthly Legislative Report

ACTION ITEM

RECOMMENDED ACTION(S):
Consider receiving the Monthly Legislative Report and approval of legislative positions.

BUDGETARY/FISCAL IMPACT:
There is no budgetary or fiscal impact associated with this report.

BACKGROUND/RATIONALE:

Federal Legislation Update

Congress returned from recess on April 9. Before leaving, on March 23, Congress passed a massive $1.3 trillion budget to fund the federal government until the end of Fiscal Year (FY) 2018. Despite a veto threat, the President signed it later that day. This bill provides $13.5 billion in total budgetary resources for the Federal Transit Administration (FTA), which is $1 billion above FY 2017 funding levels and $2.3 billion above the President’s FY 2018 budget request. Highlights of the bill include:

- $400 million for bus & bus facilities
  - $209.1 million for formula grants
  - $161.45 million for competitive grants
  - $29.45 million for no- or low-emission grants
- $400 million for state of good repair grants
- $30 million for high density state apportionments
- $2 million for bus testing facilities by institutions of higher education
- $2.65 billion for Capital Investment Grant (CIG)
  - $1.5 billion for New Starts
  - $715.7 million for Core Capacity
  - $401 million for Small Starts
- $1.94 billion for Amtrak
- $1.5 billion for the Transportation Investment Generating Economic Recovery (TIGER) program

On April 17, the Senate Committee on Banking, Housing and Urban Affairs is expected to have a hearing to consider the nomination of Thelma Drake to be Administrator of the FTA. The White House announced her nomination in February. Ms. Drake is a former member of the Virginia...
House of Delegates, member of Congress from the Norfolk area, and the head of Virginia’s Department of Rail and Public Transportation (DRPT).

In mid-March, Vice President Wallace, Director Peeples, Derik Calhoun, and Estee Sepulveda attended the APTA Legislative Conference in Washington, DC. The delegation met with Representatives Lee and Swalwell and staff from the offices of Representative DeSaulnier and Senator Feinstein. Additionally, Director Peeples joined the California Transit Association’s (CTA) delegation meetings with Representative Garamendi and staff from the Office of House Democratic Leader Pelosi. The delegation gave updates on the East Bay Bus Rapid Transit (BRT), Transbay Tomorrow, and Flex.

State Legislation Update

The Legislature returned from spring break on April 2 to begin the dash toward the first hearing deadline on April 27. Prior to leaving, the Senate unanimously elected Senator Toni Atkins to be the President Pro Tempore of the Senate. She was sworn in as the new Senate leader on March 21. Pro Tem Atkins is the first women Pro Tem, the first LGBT Pro Tem, and the first former Assembly Speaker to be elected Pro Tem in 146 years. While there is a lot of excitement about this change, there will not be any significant movement on committee chairs and membership. This will likely occur after the house of origin deadline on June 1.

Staff recommendation:

1) Senate Bill (SB) 1 Repeal Effort

Staff recommends an opposed position. The repeal of SB 1 by a proposed Constitutional amendment initiative appears to be heading toward the November 6th ballot. The Fix Our Roads Coalition along with the CTA is leading the effort to protect SB 1. In December, the Secretary of State’s Office announced that the campaign to repeal SB 1 had already reached the 25% threshold of required signatures. Officials heading the signature drive campaign have stated they are now closing in on the 585,407 signatures needed to qualify this initiative for the November ballot. The deadline to submit signatures is May 21, 2018.

The Constitutional amendment initiative would essentially repeal SB 1, and require voter approval of SB 1 and any future fuel tax or vehicle fee increase. Specifically, this initiative would require any fuel tax or vehicle fee imposed after January 1, 2017, to cease to be imposed unless and until it is approved by a majority of the electorate.

2) AB 3201 (Daly): California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Staff recommends a support position. CTA is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses. AB 3201, as currently drafted, would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require the California Air Resources Board (CARB) to establish a funding program for large scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create a dedicated funding stream to assist
transit operators in transitioning to zero emission fleets. Hydrogen fuel cell and battery electric technology is treated equally in this bill.


Staff recommends an oppose unless amended position. Assemblyman David Chiu has recently amended AB 3037 in an effort to get the ball rolling on reviving redevelopment. While this bill is extensive in its effort to add redevelopment and tax increment financing back into the code books, there is one area of concern for AC Transit. AB 3037 would require the governing board for the redevelopment area to include a representative from each affected taxing entity, but AB 3037 does not require the city or county to obtain the consent of the affected taxing entity in order to redirect the growth on the affected taxing entity’s share of property tax revenue to the redevelopment project. This would re-enact the unilateral authority to divert property tax dollars. AC Transit may want to consider whether it wants to oppose AB 3037 unless it is amended to require the consent of the affected taxing entities prior to diverting property tax revenue.

4) SB 1434 (Leyva): Transportation electrification: electricity rate design.

Staff recommends a support position. CTA is sponsoring SB 1434, which aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the California Public Utilities Commission (CPUC) to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use of battery electric buses.

District Breakfast Briefings

In the month of March, AC Transit hosted five District Breakfast Briefings in each ward:

- March 7 at the Nevin Community Center in Richmond
- March 15 at the AC Transit General Office in Oakland
- March 16 at the Elks Lodge in Alameda
- March 22 at the Centerville Community Center in Fremont
- March 23 at Hayward City Hall in Hayward

Approximately 160 individuals attended the briefings. Invited stakeholders included a cross-section of elected officials, staff from city and county agencies, business leaders, and community leaders. AC Transit Board Directors and staff participated in the presentations which offered an overview of District activities, updates on transportation funding initiatives like SB 1 and Regional Measure 3, and requested feedback on Transbay Tomorrow. The breakfast briefings also provided an important opportunity for stakeholders to ask questions, share concerns, and develop a closer partnership with AC Transit.

ADVANTAGES/DISADVANTAGES:

This report is provided to inform the Board of monthly legislative activities and to seek its approval to support or oppose legislation affecting AC Transit. This provides clear direction to legislators and other bodies of AC Transit’s positions.
ALTERNATIVES ANALYSIS:

This report provides an update of monthly legislative activities. AC Transit could opt to defer from legislative positions and operate without making its positions known, leaving the District vulnerable to unfavorable legislation.

PRIOR RELEVANT BOARD ACTION/POLICIES:

Staff Report 18-003: 2018 Federal and State Legislative Advocacy Programs.

ATTACHMENTS:

1: Federal Update from Van Scoyoc Associates
2: State Legislative Report
3: State Legislative Bill Matrix
4: FY 2018 Federal Advocacy Program
5: FY 2018 State Advocacy Program
6: 2018 Report to Congress

Approved by: Beverly Greene, Executive Director of External Affairs, Marketing and Communications
Reviewed by: Claudia Burgos, Director of Legislative Affairs and Community Relations
Prepared by: Estee Sepulveda, External Affairs Representative
This Week

Both the House and Senate are out this week. Lawmakers are scheduled to return on Monday, April 9.

Last Week

Floor Vote: FY 2018 Omnibus Appropriations Bill. On March 23, President Trump signed into law the FY 2018 omnibus appropriations bill which provides funding to the federal government through FY 2018. Below are some of the transportation highlights.

Aviation

- Provides an extension of the FAA until September 30, 2018.
- Does not increase the cap for the Passenger Facility Charge (PFC)
- $4.35 billion for the Airport Improvement Program (AIP)
  - $1 billion from general funds for additional discretionary grants with a priority for (a) projects at nonprimary airports that are classified as regional, local, or basic airports and are not located within a metropolitan or micropolitan statistical area, as defined by OMB or (b) primary small or non-hub airports
  - Federal share for a nonprimary airport is 100%
- $15 million for the Airport Cooperative Research Program (ACRP)
- $33.2 million for airport technology research
- $10 million for the small community air service development program (SCASD)
- $1.27 billion for NextGen
- $2 million for noise mitigation and eight full time equivalencies (FTE) for regional offices to dedicate staff to address aviation noise concerns, including community engagement
- $165 million for the contract tower program
- $24 million for unmanned aircraft systems (UAS) research
  - $12 million to support the expanded role of the UAS Center of Excellence, and $2 million to expand the Center’s role in transportation preparedness and response
  - $10 million to support UAS research activities at the FAA technical center and other FAA facilities
**Transit**
- Provides $13.5 billion in total budgetary resources for the Federal Transit Administration (FTA), which is $1 billion above FY 2017 funding levels and $2.3 billion above the President’s FY 2018 budget request
- $9.7 billion is provided for all formula grant programs consistent with the FAST Act
- $2.64 billion for Capital Investment Grants, compared to $2.4 billion in FY 2017
  - $1.5 billion to fund new starts projects
  - $715.7 million to fund core capacity projects
  - $400.9 million to fund small starts projects
  - Includes bill language requiring the Secretary to propose funding allocations in the annual report to Congress on New Starts
- Includes bill language requiring the Secretary to administer the CIG program in accordance with the law
- Restricts the federal share for a new starts project to be 51% or less
- Includes non-binding report language which requires the Secretary to obligate $2.25 billion of the amounts provided for CIG by December 31, 2019
- Includes report language which directs the Secretary to provide updated project rankings expeditiously at the request of the project sponsor.
- Bus and Bus Facilities program was increased by $400 million
  - $209.1 million for the formula programs
  - $161.45 million for the competitive grant program
  - $29.45 million for the LoNo Emissions grant program
- $150 million for Washington Metro

**Rail**
- $3.1 billion for rail infrastructure and safety programs
  - $1.9 billion for Amtrak, of which $650 is for the Northeast Corridor
  - $863 million for positive train control (PTC) grants
  - $25 million for Railroad Rehabilitation and Innovative Financing (RRIF) loan program
  - $287 million to support rail safety and research programs
  - $250 million for the Federal-State Partnership for State of Good Repair grants

**TIGER Grant Program**
- Provides $1.5 billion for the TIGER grant program, which is $1 billion more than in FY 2017
  - $15 million available for planning, preparation, and design work
  - $300 million for credit assistance
  - Urban area grants are to be between $5 million and $25 million
  - No more than $150 million to any individual state (10%)
  - At least $450 million for rural areas and rural grants should be at least $1 million

**Highways**
- Provides $47.5 billion as authorized by the FAST Act, a $1 billion increase over FY 2017 levels, and includes an additional $2.5 billion from the general fund, to be allocated through the Surface Transportation Block (STB) grant program, using the same FAST Act formulas
  - $1.98 billion from general funds are for road and bridge projects eligible under STB
  - $4.2 million is for the territorial highway program
  - $300 million is for the national significant federal lands and tribal projects program
  - $225 million is for a competitive bridge program
• Continues a provision to allow old, unused earmarks to be repurposed for current transportation projects
• Includes bill language which requires the Secretary to make an informal public notice and comment opportunity at least 15 days before issuing a Buy America Waiver
• Includes bill language that requires the Secretary to provide an annual report to Congress on any Buy America waivers granted
• Includes bill language that requires DOT to notify Congress at least 60 days before awarding INFRA grants
• Includes report language which directs the Secretary to submit the report required by the House on bridge corrosion control best practices

**National Surface Transportation and Innovative Finance Bureau**

• Provides $3 million for the Bureau which consolidates the TIFIA, RRIF, PAB, and INFRA grants

Department of Transportation

**FTA: Partial FY 2018 Apportionment Tables.** On March 19, FTA released the partial FY 2018 apportionment tables making available more than $4.5 billion to FTA grantees.

**FRA: Automation in the Railroad Industry.** On March 22, FRA issued a request for information and comment on the future of automation in the railroad industry. FRA is interested in hearing from industry stakeholders, the public, local and State governments, and any other interested parties on the extent to which they believe railroad operations can (and should) be automated, and the potential benefits, costs, risks, and challenges to achieving such automation. FRA also seeks comment on how the agency can best support the railroad industry's development and implementation of new and emerging technologies in automation that will lead to continuous safety improvements and increased efficiencies in railroad operations. Comments and information is due by May 7, 2018.

###
April 2, 2018

TO:  Director Elsa Ortiz, President, and
     Members of the Board
     Michael Hursh, General Manager
     Beverly Greene, Director of Legislative Affairs & Community Relations

FR:  Steve Wallauch
     Platinum Advisors

RE:  Legislative Update

Spring Break: The Legislature returns from spring break today to begin the dash toward the first hearing deadline on April 27th, as well as the jumble of budget subcommittee hearings. However, prior to leaving town, the Senate unanimously elected Senator Toni Atkins to be the President Pro Tempore of the Senate. She was sworn in as the new Senate leader on March 21st. There are a lot of firsts with this selection. Pro Tem Atkins is the first women Pro Tem, the first LGBT Pro Tem, and the first former Assembly Speaker to be elected Pro Tem in 146 years. While there is a lot of excitement about this change, don’t expect significant changes right away. There will be changes to committee chairs and membership, but word is these changes will likely not occur until after the house of origin deadline which is June 1st.

Zero Emission Buses: In December CARB staff released a “discussion” draft rule for transitioning public transit buses to zero emission by 2040. This proposal mainly centered on imposing a purchase mandate that phases in the number of zero emission buses a transit operator must purchase. This document has sparked considerable debate amongst transit operators, bus suppliers, and environmental groups on whether the proposed goals are achievable.

CARB staff recently released an update based on the comments received on the Innovative Clean Transit (ICT) discussion document. The release of this document precedes an anticipated workshop that will be scheduled sometime in April to discuss changes to the ICT language. CARB staff is encouraging all interested parties to submit comments. The expectation is CARB will begin the formal rule making process shortly after the April workshop in order to present the ICT rule to the Board at its July meeting for adoption.

The update contains following areas where changes are being considered:

- The ICT discussion draft would require large transit operators in 2020 to have zero emission buses account for 25% of the buses purchased that year. CARB staff appears
to be willing to delay the start date, but staff is seeking comments on the best strategy
to provide additional time while also encouraging near-term action.

- As proposed in the ICT draft, an operator would be ineligible for CARB funding programs
  if the operator fails to meet the purchase mandate deadlines. CARB staff is seeking
  comments on finding the right balance of incentivizing early action with the need to
  provide operators with adequate access to funding.

- The current ICT draft would apply to all transit bus with a weight greater than 14,000
  pounds. However, CARB staff recognizes that there is not a commercially available zero
  emission bus known as “cutaways.” These smaller buses comprise of 25% of the
  statewide transit bus fleet. CARB staff will propose to eliminate these vehicles from the
  ICT rule, but revisit this issue once a fully tested and commercially available zero
  emission cutaways becomes available.

- CARB staff is also seeking comments on the best approach to periodically revisit the
  regulations. They are interested in how to include “on-ramps” for when the regulation
  should be expanded, such as when to add cutaways, and the inclusion of “off-ramps” for
  when specific exemptions should be granted, or where requirements need to be
  decreased or delayed.

CARB staff would like any comments to be submitted as soon as possible in order to
incorporate them into the April workshop.

**Supermajority Approval:** The California Business Roundtable is one of the main proponents of
the “Tax Fairness, Transparency and Accountability Act of 2018,” which expands the
requirement for a 2/3 vote on taxes and fees. There are two proposals circulating; one applies
to both state and local taxes and fees, and another applies only to local taxes and fees.

The objective of these initiatives is to reverse Supreme Court decisions. The court decisions
include the City of Upland case that found Prop 218 does not apply to citizen initiatives that
impose taxes or fees; the Cal Chamber v. CARB decision that found that the cap & trade
program is not a tax or a fee; and the Schmeer v. Los Angeles County case that found that
requiring retailers to collect 10 cents for providing paper bags was not an illegal fee. The
changes go beyond these court cases, and would require any local tax and most fees to be
approved by a 2/3 vote regardless of whether it is a special or general purpose tax. This
initiative if approved in November might also reverse Regional Measure 3 if it is approved with
a majority vote in June.

The initiative that applies to both state and local fees and taxes has already gathered 25% of
the signatures needed to qualify. Both of the initiatives in circulation must submit 585,407
valid signatures by July 25, 2018, to qualify for the November ballot.

The initiative includes the following changes:

- The Constitution requires both houses of the legislature to approve any tax by a 2/3
  vote. The initiative expands the definition of a tax that requires a 2/3 vote to include
any levy, charge or exaction of any kind that is not specifically defined as an “exempt charge.” An exempt charge includes, among others, fees for service, state park entrance fees, and judicial fine or penalty. In addition, state laws enacting new taxes must specify how revenues can be spent.

- The initiative would require regulations that contain a new, increased, or extended revenue-generating measure shall not be given any force or effect unless two-thirds of each legislative chamber approves the regulation.
- The initiative heightens legal threshold for state and local governments to prove that fees passed without two-thirds approval are not taxes.
- The initiative invalidates local taxes imposed in 2018, unless taxes meet criteria adopted by this measure.
- The initiative defines any levy, charge, or exaction of any kind that is imposed, adopted, created, or established by local law is either a tax or exempt charge. The initiative requires either a special tax or general tax to be approved by 2/3 of the governing board and 2/3 of the electorate. The tax measure must contain a binding statement on how the revenue can be spent, and state if the revenue is for unrestricted general revenue purposes.
- The initiative would require a two-thirds vote of the electorate for all taxes, including those put on the ballot through an initiative.

**Legislation:**

**Redevelopment:** Since the demise of redevelopment, there have been hopes of resurrecting it. Although it is unlikely to be signed by Governor Brown, Assemblyman David Chiu has recently amended AB 3037 in an effort to get the ball rolling on reviving redevelopment. While this bill is extensive in its effort to add redevelopment and tax increment financing back to the code books, there is one area of concern for AC Transit.

AB 3037 would require the governing board for the redevelopment area to include a representative from each affected taxing entity, but AB 3037 does not require the city or county to obtain the consent of the affected taxing entity in order to redirect the growth on the affected taxing entity’s share of property tax revenue to the redevelopment project. This would re-enact the unilateral authority to divert property tax dollars. AC Transit may want to consider whether it wants to oppose AB 3037 unless it is amended to require the consent of the affected taxing entities prior to diverting property tax revenue.

**CARB Funds:** The California Transit Association (CTA) is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses. The draft rule to transition to zero emission buses would limit transit operators’ access to cap & trade funds to only those vehicle purchases that exceed the current purchase mandate. CARB views this restriction as an incentive for operators to purchase zero emission buses before the purchase mandate takes effect. However, there remains significant uncertainty regarding the availability of funds.
AB 3201 as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require CARB to establish a funding program for large scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create dedicated funding stream to assist transit operators in transitioning to zero emission fleets.

Electricity Rates: The CTA is also sponsoring SB 1434 (Leyva). This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the CPUC to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses. While legislature is not necessary for the CPUC to act on this issue, broad support and legislative direction will assist in moving this issues forward.

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### Table 1: Action Items

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<tr>
<th>Bills</th>
<th>Subject</th>
<th>Status</th>
<th>Client - Position</th>
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<tbody>
<tr>
<td><strong>SB 1 Repeal Effort</strong></td>
<td>The repeal of SB 1 by a proposed Constitutional amendment initiative appears to be heading toward the November 6th ballot. The Fix Our Roads Coalition along with the California Transit Association is leading the effort to protect SB 1.</td>
<td>ASSEMBLY TRANS.</td>
<td>Recommended Position: OPPOSE REPEAL of SB 1</td>
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<tr>
<td><strong>AB 3201 (Daly D)</strong> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</td>
<td>The California Transit Association (CTA) is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses. AB 3201 as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require CARB to establish a funding program for large scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create dedicated funding stream to assist transit operators in transitioning to</td>
<td>Recommended Position: SUPPORT</td>
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Table 2: Board Action Positions

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<th>Bills</th>
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<tbody>
<tr>
<td>AB 3037</td>
<td>Assemblyman David Chiu has recently amended AB 3037 in an effort to get the ball rolling on reviving redevelopment. While this bill is extensive in its effort to add redevelopment and tax increment financing back to the code books, there is one area of concern for AC Transit. AB 3037 would require the governing board for the redevelopment area to include a representative from each affected taxing entity, but AB 3037 does not require the city or county to obtain the consent of the affected taxing entity in order to redirect the growth on the affected taxing entity’s share of property tax revenue to the redevelopment project. This would re-enact the unilateral authority to divert property tax dollars. AC Transit may want to consider whether it wants to oppose AB 3037 unless it is amended to require the consent of the affected taxing entities prior to diverting property tax revenue.</td>
<td>ASSEMBLY H. &amp; C.D.</td>
<td>OPPOSE UNLESS AMENDED</td>
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<td>SB 1434</td>
<td>The CTA is also sponsoring SB 1434 (Leyva). This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the CPUC to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.</td>
<td>SENATE RLS.</td>
<td>SUPPORT</td>
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<td>AB 448</td>
<td>This bill builds upon legislation enacted last year that requires local governments to provide non-resident property owners notice that a new parcel tax was approved. AB 448 takes this notification process a step further by requiring that these notices be made within 30 days of the certification approving the new parcel tax. In addition, for parcel taxes imposed by a school or special district, the notice shall be prepared and sent</td>
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by the city or county where the school district or special district is located. The bill also clarifies that the special district or school district shall reimburse the city or county for cost of providing the notices. The bill does not limit the notices to be sent where the property tax bill is sent, but to all registered owners of a parcel.

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<th>AB 1184 (Ting D)</th>
<th>Vehicular air pollution: electric vehicles: incentives</th>
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<td>AB 1184 originally proposed to create the California Electric Vehicle Initiative (CEVI) to be administered by CARB in coordination with the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC). The bill would continuously appropriate $500 annually from cap &amp; trade auction proceeds to CARB for the purpose funding this new program, which was limited to battery electric vehicles.</td>
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<td>As approved by the Senate Appropriations Committee AB 1184 was substantially amended. The amendments resulted in the author placing the bill on Inactive file. While the amendment addressed AC Transit's request for the program to be technology neutral, the amendments also stripped the bill down to a study bill. The bill would merely direct CARB to report to the Legislature on the amount of funding needed to fund the incentive program and increase market penetration of zero emission vehicles.</td>
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<th>AB 3124 (Bloom D)</th>
<th>Vehicles: length limitations: buses: bicycle transportation devices.</th>
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<td>AB 3124 is sponsored by the CTA, and although it does not affect AC Transit, the District may want to consider a support position.</td>
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<td>This measure amends existing law to add 4 inches to the length of a bicycle rack mounted on a transit bus. This increases the length a rack may extend from the front body of a bus from 36 inches to 40 inches. Since this measurement is taken from the body of the bus, but the rack is mounted on the bumper, this added length is needed to comply with the law.</td>
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<td>AB 3124 amends the section of law that applies to all transit operators. However, since AC Transit was the first operator to use a three position bike rack, there is a section of law that applies only to AC Transit. The AC Transit section (Vehicle Code</td>
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Section 35400.7) already specifies that the bike rack may extend up to 40 inches from the bus and the total length including handle bars may extend up to 46 inches.

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<tr>
<th>SB 100 (De León D) California Renewables Portfolio Standard Program:</th>
<th>As amended, SB 100 solely focuses on the requirement for California to generate 100 percent of its electricity from clean renewable sources by 2045. The bill increases the interim target from 50% to 60% renewables by 2030. The bill also requires state agencies to incorporate into existing climate programs the planning goal and regulatory requirement of achieving 100-percent reliance on renewable energy resources or zero-carbon resources by the end of 2045.</th>
<th>ASSEMBLY UTILITIES 2-Year Bill SUPPORT</th>
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<tr>
<td>SB 562 (Lara D) The Healthy California Act</td>
<td>Assembly Speaker Anthony Rendon announced on June 23rd, that due to its financial shortcomings, the measure will not be taken up in the Assembly. However, the Speaker has since announced that a series of interim hearings will be held this fall in order to “get to yes” on universal healthcare. SB 562 would create the Healthy California Act, which would establish a state based universal single payer health care system. SB 562 would create a single payer system, but the bill currently does not identify how this system would be financed. While the Affordable Care Act has resulted in increasing the number of individuals having health insurance, Senator Lara is pursuing this bill because health care costs remain high and out of reach for many. In addition, there remains uncertainty regarding the future of the ACA.</td>
<td>ASSEMBLY 2 YEAR BILL SUPPORT</td>
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<td>SB 929 (McGuire D) Special districts: Internet Websites.</td>
<td>SB 929 would require all special districts to have a website beginning on January 1, 2020. The California Special Districts Association has moved to support SB 929. There have been discussions in the Legislature for years regarding a perceived lack of transparency when it comes to special districts, partially due to the number of districts that do not have websites. There are over 2,000 special districts in California; however, less than half have a website. These statistics led the Little Hoover Commission, in its 2017 report on special districts to recommend that the Legislature require every special district</td>
<td>SENATE G &amp; F SUPPORT</td>
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| SB 1119 (Newman D) | Low Carbon Transit Operations Program | SB 1119 is sponsored by the Orange County Transportation Authority (OCTA). This bill makes changes to the Low Carbon Transit Operations Program (LCTOP) by specifying the type of projects these funds can be spent on in order to satisfy the requirement that 50% of the funds must benefit a disadvantaged community. The bill clarifies that meeting the requirement of spending at least 50% of an operator's LCTOP funds to benefit a disadvantage community may include the following:

- Transit fare subsidies, including student transit passes.
- Transit connections to major employment areas, education centers, or medical facilities for residents of disadvantaged or low-income communities.
- Technology improvements that reduce emissions of greenhouse gases, including the purchase of zero-emission buses and fueling infrastructure. | SENATE T. & H. SUPPORT |
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<td>SCA 2 (Newman D)</td>
<td>Motor vehicle fees and taxes: restriction on expenditures.</td>
<td>SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.</td>
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<td>SCA 6 (Wiener D)</td>
<td>Local transportation measures:</td>
<td>SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.</td>
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Table 3: Board Watch Positions

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<th>Bills</th>
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<th>Status</th>
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<td>AB 1866</td>
<td>This new measure makes numerous changes to</td>
<td>ASSEMBLY TRANS</td>
<td>WATCH</td>
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<tr>
<td><strong>Fong R)</strong></td>
<td>Transportation funding.</td>
<td>These changes largely reflect the transportation funding proposal pushed by the Assembly Republican Caucus last year.</td>
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| **AB 2304 (Holden D)**  | Transit pass programs: status report. | Last year Governor Brown vetoed AB 17 (Holden), which sought to create a funding program for free or reduced price student bus passes. The Governor's veto message included the following statement, "Before we create this new statewide program, I think we should have a fuller discussion on how local transit discount programs work and how any new ones should be paid for."

AB 2304 would take this next step in developing a better understanding of the student transit pass programs that exist. This bill direct Caltrans to submit a report by January 1, 2022, that includes the following information:

- The number of free or reduced-fare transit passes provided to pupils and students.
- Whether those programs have increased transit ridership among eligible pupils and students.
- An assessment of how many transit operators and schools statewide have transit pass programs.
- An assessment of how many transit operators and schools statewide do not have transit pass programs.
- Recommendations to expand transit pass programs statewide to ensure that each pupil or student meeting certain eligibility equipment has access to a transit pass program.

Given AC Transit's long history in providing student bus passes, the District may want to suggest additional factors to include in this study. |
| **ASSEMBLY TRANS. WATCH** | |
| **AB 2650 (Lackey R)**  | Public transit buses: illuminated signs. | AB 2650 would amend existing law that allows for the use of illuminated LED signs. This bill would increases the maximum size of the sign from 720 square inches to 4,320 square inches. The bill would also allow for paid advertising to be displayed on the signs. |
| **ASSEMBLY TRANS. WATCH** | |
This bill builds upon the pilot program conducted by UC Irvine Transit and Antelope Valley Transit, which were authorized to install digital signs containing ads on the side of the buses. No adverse public safety issues were found during the pilot program.

AB 2650 intends to allow any operator to install digital advertising signs on the side of a bus that has a maximum area of 4,320 square inches. The bill is sponsored by Multimedia LED, a manufacturer of LED signs.

**AB 3059**
(Bloom D)
Congestion pricing demonstration pilot projects.

AB 3059 provides an outline for the development and implementation of 4 congestion pricing demonstration pilot projects – 2 in southern California and 2 in northern California.

Under current law it is illegal to charge a fee to use a local street or road. AB 3059 would allow a city or county to create congestion pricing pilot project whereby a fee/toll would be imposed for using a local street. The price could vary based on the time of day. In addition, the bill would require the participating city or county to include in the ordinance a transit and active transportation plan to implement transportation alternatives, among other elements. The ordinance must be reviewed by the congestion management agency, and the congestion management agency must hold at least two public hearings on the proposal.

**SB 775**
(Wieckowski D)

SB 775 would enact a significantly reformed post-2020 cap and trade program. Since the cap & trade program has already been extended to 2030, SB 775 will not move forward in its current form.

**SB 760**
(Wiener D)
Bikeways: design guides.

As approved by the Senate, SB 760 was scaled back. As currently drafted, SB 760 would simply allow Caltrans and local entities responsible for the development or operation of bikeways or roadways where bicycles are permitted, to consider additional street design guides such as the National Association of City Transportation
Officials’ (NACTO) Urban Street Design Guide.

Prior versions of this bill would have placed new restrictions on Caltrans when programming funds in the SHOPP.

| SB 827  
| (Wiener D)  
| Planning and zoning: transit-rich housing bonus |

SB 827 would authorize a “transit-rich housing project” to be eligible for a “transit-rich housing bonus.” A transit-rich housing project is a housing project that is located within ½ mile of a “major transit stop” or ¾ mile from a “high-quality transit corridor.” If the housing project meets these requirements then it would be exempt from local controls on residential density or floor area ratio, parking restrictions, and some height restrictions.

| SENATE T. & H. |
| WATCH |

19 of 34
2018 Federal Advocacy Program

Funding

- Grant Opportunities – Secure federal funds for key capital projects and support funding for project priorities for:
  - Rehabilitation, expansion, and replacement of aging buses, facilities, and equipment and maintain in a state of good repair;
  - The Capital Investment Grants (CIG) program, Transportation Investment Generating Economic Recovery (TIGER) program, and other programs;
  - Bus lifting equipment program;
  - Security cameras and wireless access technologies for buses and facilities;
  - Zero Emission Bus Programs.

- Advocate for supplemental funding through the Federal Transit Administration (FTA) to offset rising operating costs without jeopardizing total funding available for capital projects.

- Support operations funding for the Transbay Terminal.

- Support/seek additional funding for essential services including, but not limited to services for access to work, school or medical facilities.

- Support efforts to rescind the planned across-the-board cuts to all federal programs, called “Sequestration,” as enacted under the Budget Control Act of 2011.

- Support federal funds to purchase and refurbish zero emission buses and related infrastructure.

- Support policy initiatives that relieve the undue burden of mandatory regulations by requiring all mandates be sufficiently funded to protect the fiscal integrity of the District, including Safety Management Systems (SMS) and State of Good Repair, assessment management plans, and the Americans with Disabilities Act (ADA).

- Support federal funds to deploy 5G wireless technologies for buses and facilities.

Transportation Authorization Principles

- Advocate for the inclusion of transit buses by Congress and the Administration in any initiative to enhance funding or financing opportunities for transportation infrastructure.

- Ensure that private sector financing proposals do not replace current funding for transit from the Highway Trust Fund.
• Preserve continued guaranteed funding for transit from the Highway Trust Fund/Mass Transit Account, and oppose any efforts to break the 80/20 split for highways and transit.

• Support funding solutions that generate new revenues that include increasing the gas tax to replenish and sustain long-term growth of the Highway Trust Fund/Mass Transit Account.

• Support FTA and Congressional efforts to make State of Good Repair for transit bus systems a strategic priority and include more funding.

• Support continued and increased funding for Small Starts programs and broad funding eligibility in federal transit programs.

• Seek revisions to the Metropolitan Planning Organization (MPO) grandfather clause that supports the direct representation of transit properties on MPOs.

• Support legislation through the federal highway and transportation authorization for safety requirements based on agency size and transportation mode.

• Support efforts to require local labor workforce minimums for construction projects funded by grants from the FTA.

Other Advocacy

• Support funding and coordination between Health and Human Service (HHS) agencies and other transportation agencies to provide services to HHS clients and support the Coordinating Council on Access and Mobility (CCAM) to coordinate these efforts throughout the federal government.

• Preserve modal parity by maintaining the commute tax benefits in legislation to reform tax rates for individuals and employers and maintain the ability of employers to deduct the cost of this benefit.

• Advocate for maintaining the tax exemption on municipal bonds in legislation to reform tax rates.

• Support legislation that encourages Single Payer health insurance.

• Advocate for funding of infrastructure improvements covered by the American with Disabilities Act (ADA).

• Monitor actions regarding any efforts to eliminate 13C requirements, and/or the Department of Labor’s position with respect to applicability of 13C to pension reform law (PEPRA).
• Advocate for transit-supportive legislation that mitigates climate change and/or calls for environmental stewardship and related funding.

• Explore options to expand the FTA’s 20% spare ratio requirement.

• Monitor legislation or regulations related to emerging mobility services.

• Support efforts to develop and deploy new transit data management platforms including the capabilities like GIS, Machine Learning and Data Analytics for safety and efficiency.

• Support efforts to deploy new video security technologies including video analytics and collision avoidance system.

• Support efforts to develop technology incubators and innovation centers for modernizing and bringing the legacy Transit application to State of Good Repair.

• Monitor actions that decrease funding for sanctuary cities and state.
Funding

- Support innovative funding solutions that stabilize and or generate new revenues for transportation projects that includes funding for transit capital and operations.

- Oppose efforts that repeal transportation revenue streams enacted through SB 1.

- Support efforts that increase the formula allocation of cap & trade auction revenue to public transit operations and capital investments, and the development of an expenditure plan for cap and trade revenue that provides an equitable investment in mass transit and infill/transit oriented development (TOD).

- Actively participate in the California Air Resources Board’s (CARB) Innovative Clean Transit regulatory process.

- Support legislation and programs that would provide funding to offset the costs of climate change initiatives, such as pending Innovative Clean Transit regulations and any zero emission vehicles and infrastructure.

- Support efforts for new, sustainable funding for existing transit revenues, including the State Transit Assistance (STA) program to offset the decline in available revenue.

- Support efforts that would exempt public transit providers from state sales tax.

- Support local ability to increase fees and gas taxes to be used for local mass transit purposes.

- Support congestion pricing strategies and legislation that provide an equitable multi-modal distribution of generated revenues.

- Support legislative or administrative action to remove State barriers so that Medicaid transportation funds can be used for public transit services, including ADA paratransit services.

- Support funding and coordination between Health and Human Service (HHS) agencies and other transportation agencies to provide services to HHS clients.

- Support/seek additional funding for essential services including, but not limited to, services for access to work, school or medical facilities.

- Support policy initiatives that relieve the undue burden of mandatory regulations by requiring all mandates be sufficiently funded to protect the fiscal integrity of the District.
• Support efforts to ensure public transit receives a fair share of any new tax revenue, such as revenue resulting from Proposition 64.

• Support efforts at the California Public Utilities Commission and state legislature for discounted rates of electricity for zero emission vehicles.

• Support funding for continued operation and maintenance of the Transbay Transit Center.

• Support funding for school transportation and a universal student transit pass program.

**Equipment and Operations**

• Support legislation or administrative action that would direct Caltrans to establish and maintain HOV and HOT lanes on state highway routes and to improve existing lane management to maximize person throughput.

• Support incentives to provide bus only lanes on bridges crossed.

• Support legislation to exempt public transit and paratransit vehicles from state and local truck route ordinances.

• Support legislation or administrative action that would direct Caltrans to permit permanent use of freeway shoulders by public transit buses and paratransit vehicles.

• Remove or exempt public transit diesel-powered heavy duty vehicles from the 3000 hours limitation required under the Emissions Defects Warranty established by CARB.

• Support increased resources for security and safety of buses and facilities.

• Support funding for zero emission vehicle workforce training programs.

• Support efforts to develop and deploy new transit data management platforms including the capabilities like GIS, Machine Learning and Data Analytics for safety and efficiency.

• Support efforts to deploy new video security technologies including video analytics and collision avoidance system.

• Support legislation to authorize three-position bicycle racks on 60-foot buses.

• Support efforts that increase the limit of facility repairs to $50,000 or more under public contract code 20211 (c).

**Transit Incentives**

• Support legislation to provide incentives for employees and employers to use public transportation to commute to work, including tax credits for purchasing transit passes.
• Support Clean Air Initiatives that encourage increased public transit use.

• Support legislation to provide incentives for local governments and developers to incorporate transit passes into the cost of commercial and residential projects.

**Environment and Transit Supportive Land Use**

• Advocate for transit-supportive legislation that addresses climate change, healthy communities and environments.

• Foster transit supportive land use initiatives that require coordination with transit providers in the initial stages of local planning or project development that impacts transit, including density level decisions; and advocate for the required use of:
  o Transit streets agreements; and
  o Complete streets plans in which local transportation plans anticipate use of all modes.

• Support improvement to the California Environmental Protection Agency’s (Cal/EPA) screening process to better account for the disadvantaged communities of the East Bay.

**Policy Interests**

• Support simple majority vote for local transportation tax initiatives.

• Support legislation to allow District to ban persons for specified offenses relating to aggressive, threatening or criminal behavior against district property, assets or personnel and from entering District property, including buses.

• Support efforts that levy fees or taxes on transportation network companies (TNCs) to fund local public transportation.

• Monitor legislation or regulations related to emerging mobility services.

• Seek revisions to the Metropolitan Transportation Commission’s statutes to include the direct representation of transit properties on its governing board.

• Support efforts that maintain existing Workers’ Compensation regulation.

• Consider efforts to reform tort general damages.

• Monitor actions regarding any efforts to eliminate 13C requirements, and/or the Department of Labor’s position with respect to applicability of 13C to pension reform law (PEPRA).

• Monitor administrative and regulatory compliance legislation that potentially impacts the District.
• Support legislation that requires jurisdictions to install Transit Signal Priority equipment in order to receive money for traffic signal upgrades.

• Support efforts to authorize AC Transit to enforce parking in bus-only lanes and bus stops through the use of forward-facing cameras.

• Seek to harmonize treatment of independent public agency retirement systems with large systems (e.g. CalPERS, CalSTRS).

• Support legislation that reduces liability for common carriers.
Making BRT a Reality: A Progress Update
AC Transit’s East Bay Bus Rapid Transit (BRT) project represents a $213 million investment in the infrastructure of Oakland and San Leandro, including new BRT station platforms, streets, sidewalks, bike lanes, sewer laterals, fiber-optic lines, traffic signals, street lights, and landscaping. BRT makes buses run like trains through improvements to existing infrastructure, vehicles and technology. At its peak, buses will run every 7 minutes. Dedicated lanes ensure reliability by taking traffic out of the equation. Center median and curbside stations, along with all-door boarding, will help BRT move faster along its route.

Construction is still underway and those living and doing business along BRT’s 9.5-mile corridor are already enjoying some of the benefits of early construction. New wheelchair accessible ramps, new traffic signals, newly paved streets, and landscaping—ultimately 285 new trees will adorn BRT’s corridor. Improved transit also means a safer International/East 14th Street.

BRT is making progress toward completion each day and we look forward to seeing this $213 million investment come to fruition in 2019.

BRT Features
1. Enhanced station lighting for improved safety
2. Clipper Card readers on platforms for speed boarding
3. New level boarding for easier access
4. Median stations reduce street crossing distance
5. Bus only lanes improve transit frequency
6. High visibility crosswalks enhance safety
7. New technology helps reduce delays
Making BRT a Reality (cont.)

There are several BRT station platforms in San Leandro and Oakland that are partially complete and now awaiting canopies, artwork and finishing touches; residents, businesses, and riders can already see the visible progress of this transformative project. Several more stations are currently under major construction in Oakland.

When complete, there will be 21 center-median stations and another 12 curbside stations. Each station will feature hallmark artwork, new pavement, walkways and native landscaping.

Crews will excavate and install nearly 10 miles of new blacktop—curb-to-curb—with a life expectancy of at least 20 years.

Improving BRT lanes means a better road to homes and businesses. BRT benefits the local economy and creates jobs and opportunities for local businesses during construction of the project as well as when the BRT is in service.

Join us in 2019 and catch a Ride on BRT!
Flex Service
In July 2016, AC Transit launched Flex, an on-demand service in Newark and Castro Valley as a new and innovative public transit option for riders in low-density areas. After a one-year pilot to test its viability as a possible tool in other communities, AC Transit’s Board of Directors voted to make Flex a permanent service.

Customers don’t have to stand and wait for Flex. Like ride-sharing services, customers can make a reservation online or by calling our customer service center. A fully accessible shuttle bus will pick them up at the nearest bus stop and take them to any other bus stop within the service zone, including the Union City BART Station and Castro Valley BART Station. The cost to ride Flex is the same as any other AC Transit local service. Customers have the ability to track their vehicle in real-time and receive automatic alerts if there is a delay.

Flex’s set of guiding principles aim to improve transit service, respond to growing customer use of on-demand transportation services, and support equity and access for all AC Transit customers. As of the end of 2017, there have been over 25,000 passenger trips taken on Flex and more than 70% of customers have returned after taking their first trip. On-time performance for Newark Flex averaged 82%, while on-time performance in Castro Valley averaged 87%.

Ridership trends on Newark Flex suggest the service is functioning as a first mile/last mile connection to BART; 77% of trips begin or end at BART.

By contrast, the Castro Valley Flex service is generally more neighborhood focused. Both zones have generated new ridership by creating trip connections that were not previously possible. In Newark, Flex connects Union City BART and the Fremont ACE Train Station to employment areas in the Ardenwood and Thornton Avenue industrial areas. In Castro Valley, Flex service has created crosstown connections and now serves the Kenneth Aitken Senior Center. AC Transit looks forward to expanding service in other communities in the East Bay.

AC TRANSIT FLEET STATISTICS

During calendar year 2017, AC Transit maintained the operation of 630 buses. Ten 2003 VanHool 40’ buses were replaced by ten new, locally-built Gillig 40’ urban buses. The average age of the fleet slightly increased from 7.36 years in 2016 to 7.68 years in 2017.

Thanks to the U.S. Department of Transportation grants like CMAQ, the Urbanized Area Formula (5307), State of Good Repair Formula (5337), and Bus & Bus Facilities Formula (5339), AC Transit is scheduled to receive the following new buses in 2018:

- 27 New Flyer 60’ rapid transit (BRT) buses
- 29 New Flyer 60’ standard buses
- 15 Alexander-Dennis 42’ double decker buses
Transbay Tomorrow
In addition to robust local service, AC Transit serves nearly 14,000 riders each day through 30 Transbay lines across the San Francisco-Oakland Bay Bridge, Dumbarton Bridge, and Hayward-San Mateo Bridge. Additionally, AC Transit is the only provider of 24-hour transit service between the East Bay and San Francisco. Transbay service is a critical component for congestion reduction in regional planning. AC Transit continually partners to develop and implement strategies for improving commutes across the Bay Bridge given capacity constraints on BART.

AC Transit was awarded $11 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds as part of the Metropolitan Transportation Commission’s (MTC) Bay Bridge Forward program, which aims to alleviate Bay Bridge commute capacity issues and improve Transbay service. Funding from this program will be used to add trips on existing overcrowded Transbay routes, purchase five double-decker buses, and refurbish up to eleven existing buses to carry the expanded service. The Bay Bridge Forward program will fund a number of other near-term and low-cost strategies to reduce congestion including constructing park & rides under existing freeway structures and establishing a bus lane on the West Grand Avenue on-ramp to speed bus access to the Bay Bridge.

AC Transit will be moving into the new Salesforce (Transbay) Transit Center and the start of double-decker bus operations in 2018. In anticipation of this, we launched Transbay Tomorrow, a comprehensive analysis of existing Transbay lines to determine the most effective way to structure service, align resources with demand, and restructure fares. This process is in the final stages and is truly community and customer driven. Public outreach was the foundation of the effort, with customers, residents, and stakeholders engaged to identify tradeoffs, review analysis of each line, and develop adjustments to service moving forward.
Budget
AC Transit is funded by a variety of sources. AC Transit achieves a 17.7% farebox recovery ratio for fixed route bus service, with farebox revenue from all modes (including paratransit) comprising 13% of total revenues. Most other funds comes from federal, local, regional and state sources. Our Fiscal Year 2017-2018 operating budget is over $419 million.

AC Transit FY 2017 - 2018 Mid-Year Revenue Budget

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<th>USE OF FTA FORMULA FUNDING ($ MILLIONS)</th>
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Zero Emission Bus Program:
The Largest hydrogen fuel cell fleet in the nation.

AC Transit is currently operating thirteen hydrogen fuel cell buses, which do not burn any fossil fuels. Hydrogen tanks on the roof give the bus a range of 220 to 240 miles, and batteries recharged during braking can provide extra power for acceleration and climbing steep grades. Additionally, AC Transit has two hydrogen fueling stations at our Oakland and Emeryville bus yards – the latter having a dispenser accessible to the public for fueling passenger cars. Reducing our own emissions means less smog in our air, less soot in our neighborhoods, and less dependence on foreign oil. These hydrogen fuel cell buses combine hydrogen with oxygen from the air to produce water and electricity. The only tailpipe emission is water vapor.

In 2017, AC Transit was selected to participate in the Fuel Cell Electric Bus Commercialization Consortium (FCEBCC), which is sponsored by an $8.5 million grant from the California Air Resources Board (CARB). This will result in the deployment of ten zero emission hydrogen fuel cell electric buses that will be delivered to AC Transit in early 2019.

Additionally, AC Transit will receive five battery electric buses with depot charging that were funded through the Federal Transit Administration’s (FTA) Low or No Emissions Vehicle Deployment Program (LoNo). This project will expand our clean vehicle infrastructure and provides valuable data comparing battery electric to fuel cell technology. AC Transit will receive these buses in mid-2019.

In July 2017, AC Transit reached a history making milestone – 25,000 hours of continuous operation of a Fuel Cell Electric Bus (FCEB). This demonstrates the potential for fuel cells to meet the equivalent life cycle expectancy of diesel engines. With each record setting accomplishment, AC Transit has dramatically advanced alternative fuel vehicles by proving the durability of hydrogen fuel cell in daily revenue service.
2018 FEDERAL GOALS

Each year the AC Transit Board of Directors adopts a federal advocacy program to provide guidance for the District’s activities in Washington, D.C. to influence transit legislation, appropriations, and administrative matters. Here are some highlights from our advocacy program to address ongoing efforts as well as emerging issues for the coming year.

- Secure federal funds for key capital projects that support the rehabilitation, expansion, and replacement of aging buses, bus facilities, and equipment and maintain in a state of good repair.

- Advocate for the inclusion of transit buses by Congress and the Administration in any initiative to enhance funding or financing opportunities for transportation infrastructure.

- Ensure that private sector financing proposals do not replace current funding for transit from the Highway Trust Fund.

- Preserve continued guaranteed funding for transit from the Highway Trust Fund/Mass Transit Account, and oppose any efforts to break the 80/20 split for highways and transit.

- Support funding solutions that generate new revenues that include increasing the gas tax to replenish and sustain long-term growth of the Highway Trust Fund/Mass Transit Account.

- Seek revisions to the Metropolitan Planning Organization (MPO) grandfather clause that supports the direct representation of transit properties on MPOs.

- Advocate for transit-supportive legislation that mitigates climate change and/or calls for environmental stewardship and related funding.

- Explore options to expand the FTA’s 20% spare ratio requirement.

- Monitor legislation or regulations related to emerging mobility services.

- Support federal funds to deploy 5G wireless technologies for buses and facilities.

- Support federal funds to purchase and refurbish zero emission buses and related infrastructure.
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