



Federal and State Legislation for Consideration

August 22, 2019

BART Board of Directors



H.R. 1313 – Transit Security Grant Program Flexibility Act

- Extends the current length of time to spend Transit Security Grant Program (TSGP) funds from 24 to 36 months, and in some instances as long as 55 months.
- Allows grants provided for operational purposes to be used for backfilling staff as part of security training.
- Requires the Government Accountability Office to conduct a review of TSGP within a year of enactment and a subsequent review in five years.

Federal Legislation for *SUPPORT*



H.R. 2864 – Rebuild America Act of 2019

- Incrementally increases federal gasoline and diesel taxes by five cents a year for five years. After 2024, indexes tax rate to inflation.
- Incrementally increases allocations to the Mass Transit Account of the Highway Trust Fund by one cent per year for five years. After 2024, indexes allocations to inflation.
- Signals Congress' intent to replace the gas tax with a more stable funding source for U.S. infrastructure needs over the next decade.

Federal Legislation for *SUPPORT*



H.R. 3437 – Saving Transit Art Resources (STAR) Act

- Reinstates federal flexibility that allows local transit authorities to incorporate art into federally-funded transit projects.
- Repeals language within the Fixing America's Surface Transportation (FAST) Act, prohibiting the use of federal funds for the incorporation of art into facilities, including employing an artist on the design team.



AB 67 (Rivas and Chiu) – Homeless integrated data warehouse

- Requires the Department of Housing and Community Development (HCD) to create a state homeless integrated data warehouse, in coordination with state and local partners, including the Homeless Coordinating and Financing Council.
- Database must include information on the number of individuals and families experiencing homelessness, their access to benefits, and the stated reasons for their homelessness.
- Requires HCD to coordinate with other state agencies a strategy to integrate information to provide longitudinal, cost-based studies.
- Becomes operative pending appropriation of funds by the Legislature.



SB 277 (Beall) – Local Partnership Program

- Replaces current Local Partnership Program guidelines where 50% of funds are distributed via formula and 50% through a competitive grant program.
- Establishes a new framework where 85% of funds go to eligible entities through a defined formula and 15% goes to a statewide competitive program for smaller agencies.
- Requires the CA Transportation Commission, on or before April 1, 2020, to develop separate guidelines for the apportionment or allocation of funds.