



CONTRA COSTA COUNTY

AGENDA

Transportation, Water & Infrastructure Committee

Supervisor Candace Andersen, Chair
Supervisor Shanelle Scales-Preston, Vice Chair

Monday, February 24, 2025

1:00 PM

District 2 Office: 309 Diablo Rd.
Danville, CA 94526 |

District 5 Office: 190 E. 4th Street,
Pittsburg, CA 94565

ZOOM LINK

<https://cccouny-us.zoom.us/j/89323084508>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

AGENDA ITEMS may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTIONS Call to order and roll call.
2. CONSIDER electing a committee member to the offices of Chair and Vice Chair for 2025. [25-543](#)
3. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).
4. REVIEW Meeting Record for the December 9, 2024, Transportation, Water, and Infrastructure Committee. [25-544](#)
Attachments: [TWIC Minutes 12.09.24 - DRAFT](#)
5. CONSIDER Report from the Department of Conservation and Development Regarding the Current County's Regulation of Historical Resources. [25-545](#)
Attachments: [CCCCounty Overview - Historical Resources Regulation](#)

6. CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities. [25-546](#)
Attachments: [January 2025 Transp Leg Report\(TWIC\).pdf](#)
[MTC-RegionalMeasureInformation.pdf](#)
7. CONSIDER referrals to the Committee for 2025, REVISE as necessary, and DIRECT staff to bring the list to the Board of Supervisors for approval. [25-547](#)
Attachments: [DRAFT TWIC Referrals 2025 - To TWIC.pdf](#)
8. REVIEW Status Report on 2024 referrals to TWIC and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate. [25-548](#)
Attachments: [TWIC 2024 Referral Report.pdf](#)
9. REVIEW and REVISE as appropriate, and ADOPT the 2025 Transportation, Water, and Infrastructure Committee Calendar. [25-549](#)
Attachments: [2025 Calendar-DRAFT](#)
10. RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate. [25-550](#)
Attachments: [Why 'Personal Rapid Transit' Can't Compete With Regular Old Buses - Bloomberg.pdf](#)
[2024 East Bay Separated Bikeways Roundup – Bike East Bay.pdf](#)
[The Secret to a Better City Is a Two-Wheeler – Mother Jones.pdf](#)
[Kansas City Is a Microtransit Pioneer, and a Cautionary Tale - Bloomberg.pdf](#)
11. **ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, March 24, 2025, at 1:00PM.**

GENERAL INFORMATION

This meeting provides reasonable accommodations for persons with disabilities planning to attend a the meetings. Contact the staff person listed below at least 72 hours before the meeting. Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Committee less than 96 hours prior to that meeting are available for public inspection at:

30 Muir Rd. Martinez, CA 94553

HOURS:

Monday through Friday
8 a.m. to 5 p.m.

Staff reports related to items on the agenda are also accessible on line at www.co.contra-costa.ca.us.

HOW TO PROVIDE PUBLIC COMMENT

Persons who wish to address the Committee during public comment on matters within the jurisdiction of the Committee that are not on the agenda, or who wish to comment with respect to an item on the agenda, may comment in person, via Zoom, or via call-in. Those participating in person should offer comments when invited by the Committee Chair. Those participating via Zoom should indicate they wish to speak by using the “raise your hand” feature in the Zoom app. Those calling in should indicate they wish to speak by pushing *9 on their phones.

Public comments generally will be limited to two (2) minutes per speaker. In the interest of facilitating the business of the Board Committee, the total amount of time that a member of the public may use in addressing the Board Committee on all agenda items is 10 minutes. Your patience is appreciated.

Public comments may also be submitted to Committee staff before the meeting by email or by voicemail. Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played aloud during the meeting.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

John Cunningham
(925) 655-2915



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-543

Agenda Date: 2/24/2025

Agenda #: 2.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: Selection of Committee Officers

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

At the January 14, 2025, reorganization meeting of the Board of Supervisors, the Board decided that each of its standing committees should choose its 2025 officers (Chair and Vice Chair).

Referral Update:

TWIC is asked to elect its officers for 2025 Calendar year.

Recommendation(s)/Next Step(s):

CONSIDER electing a committee member to the offices of Chair and Vice Chair for 2025.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-544

Agenda Date: 2/24/2025

Agenda #: 4.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: REVIEW Meeting Record for December 9, 2024, of the Transportation, Water and Infrastructure Committee

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205(d) of the Contra Costa County Ordinance Code.

Referral Update:

Any handouts or printed copies of testimony distributed as the meeting will be attached to this meeting record.

PLEASE SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

APPROVAL of the attached Meeting Record for December 9, 2024, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

Committee Meeting Minutes - Draft

Transportation, Water & Infrastructure Committee

Monday, December 9, 2024

9:30 AM District 2 Office: 309 Diablo Rd. Danville, CA
94526 |

District 3 Office: 3361 Walnut Blvd. Suite 140,
Brentwood, CA 94513

ZOOM LINK

<https://cccouny-us.zoom.us/j/85061313447>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

AGENDA ITEMS may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTIONS Call to order and roll call.

Chair Burgis called the meeting to order at 9:31am.

Staff Present: Jamar Stamps | TWIC Staff

Attendees: Raquel De La Torre, John Kopchik, Maureen Toms, Robert Sarmiento, Samantha Harris, Jody London, Will Nelson, Dominique Vogelpohl, Nicole Heath, Dr. Andrew Sutherland, Leah Greenblat, Karina Schneider, Carl Roner, Chris Lau, Michelle Mancuso, Tim Jensen, Steve Kowalewski, Allison Knapp, Alicia Nuchols, District 3 - Brentwood, Mark Watts, Lloyd Suku, Matt Slattengren, Minnie C. - Fehr & Peers, Michelle Rinehart, Susanna Thompson, Wade Finlinson, Yvana Hrovat - Haley & Aldrich, Cheryl Sudduth, Emily Warming, Jennifer Quallick, Eslyn Tripuraneni, Dora English, Scott Alman, Carol Jensen, John Nemeth, David Yuers, Anthony (Tony) Geisler

Present: District II Supervisor Candace Andersen and District III Supervisor Diane Burgis

2. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).

No Public Comment.

3. REVIEW Meeting Record for the November 14, 2024, Transportation, Water, and Infrastructure Committee.

Attachments: [TWIC 11.14.24 Meeting Minutes](#)

The Committee unanimously ACCEPTED the November 14, 2024, TWIC Meeting Record.

No Public Comment.

4. RECEIVE update on the Integrated Pest Management Program (IPM) and recent recommendations from the IPM Advisory Committee and DIRECT staff accordingly.

Attachments: [Addendum to PWD-Maintenance Decision Documents 2024 0718 Approved](#)

The Committee ACCEPTED Dr. Sutherland's report and acknowledged the hiring challenges faced by Public Works. Additionally, the Committee DIRECTED staff to return in six months (May or June) with a brief update on hiring status to track progress.

No Public Comments.

5. RECEIVE the Draft Richmond Parkway Transportation Plan.

Attachments: [2024-11-21 Draft Plan Presentation Cover Ltr 241209 TWIC Mtg](#)

The Committee ACCEPTED the report and DIRECTED staff to move the plan forward for acceptance by the City, County, and WCCTAC in January. Lead agencies were tasked with determining which priority strategies should be implemented first.

Committee members emphasized the need to balance fiscal responsibility with community benefits, acknowledging the challenges of securing funding for both maintenance and capital improvements. While no specific funding priorities were finalized, they encouraged Richmond and County representatives to identify next steps for project implementation.

No Public Comment.

6. CONSIDER Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities.

Attachments: [November 2024 State Leg Report](#)

The Committee ACCEPTED the report and DIRECTED staff to monitor legislative developments at the local, state, and federal levels, particularly regarding transportation funding and policy changes.

Key updates included the Metropolitan Transportation Commission's (MTC) special

meeting on a potential regional funding measure for Bay Area transit, the State Legislature's upcoming session, and anticipated transportation-related bills. Notably, discussions on replacing the fuel tax, enhancing competitive grant processes, and extending cap-and-trade auctions are expected. Additionally, local and regional transportation agencies may seek authority for tax measures through new legislation.

The Committee acknowledged the evolving legislative landscape, emphasizing the need for strategic planning given uncertain funding streams and shifting policies.

No Public Comment.

7. RECEIVE Communication, News, Miscellaneous, Items, of Interest to the Committee and DIRECT staff as appropriate.

Attachments:

- [12.07.23 - Fast Company_ Why 2023 was the year of the e-bike and the self-driving car](#)
- [08.14.24 - Momentum Mag_ Study Shows How E-Bikes Are Shifting the Transportation Landscape](#)
- [10.30.24 - Streetsblog_ Report-Confronting Car Dependence Wont Help...](#)
- [11.18.24 - Politico_ Trump taps former lawmaker and reality TV star for Transportation](#)
- [11.20.24 - Tom Flood - Ravelo Creative via Bluesky](#)

The Committee ACCEPTED the report and DIRECTED staff to continue monitoring legislative developments related to local, state, regional, and federal transportation initiatives. The report covered a range of topics, including the anticipated transportation revenue measures from the Metropolitan Transportation Commission (MTC), which is considering potential funding for Bay Area transit. Staff provided an update on the state legislative session that convened in December, with a focus on potential bills affecting transportation funding, including those addressing the impact of clean cars on fuel tax revenues. Additionally, upcoming discussions on cap-and-trade funding, climate-related initiatives, and local tax measures were highlighted. The Committee also acknowledged the growing importance of e-bikes, especially in relation to local transportation trails like the Iron Horse Trail, as well as safety concerns regarding youth and e-bikes. Finally, the Committee expressed interest in future developments surrounding the leadership of transportation agencies.

No Public Comment.

8. ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting date TBD.

Chair Burgis reminded staff to include the selection of the Chair and Vice-Chair on the agenda for the first meeting of 2025. The Committee requested that Staff ensure this item is included, as they had faced challenges earlier in the year. The Committee also briefly discussed the process of designating the Chair and Vice-Chair, with the Committee mentioning the appointments would not automatically follow the previous year's selections.

Chair Burgis ADJOURNED the meeting at 10:49am.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

DRAFT



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-545

Agenda Date: 2/24/2025

Agenda #: 5.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: The Department of Conservation and Development Overview of the County's Historical Resources Regulation

Submitted For: Board of Supervisors

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: 27

Referral Name: Monitor development of a historic preservation ordinance.

Presenter: Dominique Vogelpohl || Planner III | DCD

Contact: Dominique Vogelpohl | (925) 655-2880

Referral History:

On August 15, 2023, the Historical Landmarks Advisory Committee (HLAC) went in front of the Board of Supervisors to communicate the value of protecting historical resources and request the County adopt a historic preservation ordinance. The Board directed the Department of Conservation and Development to provide analysis of this topic to TWIC.

Referral Update:

The Department of Conservation and Development (DCD) will provide background and context on historical resources, including examples within the County, explain how the County currently regulates development projects that involve historical resources, and summarize the approaches of other local jurisdictions that have a historic preservation ordinance. DCD proposes this report as a first step toward assisting TWIC to explore this topic and proposes to return to TWIC at a future meeting to provide analysis of options related to historic preservation for the County.

Recommendation(s)/Next Step(s):

CONSIDER the report on the County's current regulation of historical resources from the Department of Conservation and Development; and DIRECT the Department of Conservation and Development return to a future meeting to provide analysis of options related to historic preservation for the County.

Fiscal Impact (if any):

The HLAC is an unfunded committee and the cost of providing staff support is absorbed by the Department of Conservation and Development.

TWIC MEETING

Monday
February 24, 2025

Regulation of
Historical Resources
– Part 1

Examples of Historic Buildings within the County Listed in the Historic Resources Inventory

Crockett and Port Costa - unincorporated



C & H Sugar Company (1884), Crockett



Burlington Hotel which (1883), Port Costa



Warehouse cafe (1886)
Port Costa, CA

East Contra Costa - unincorporated

Byron Hot Springs, Byron (1914)



Nail Ranch house (1860), Knightsen



Bethel Island Fire Station (1951), Bethel Island



John Marsh House (1856) Brentwood

Diablo - unincorporated



Red Horse Tavern (1917)



Diablo Post Office (1917)



Diablo Country Club (1914)

Martinez and Richmond – city Antioch - unincorporated



Tucker House (1877)
Martinez *left*



Winehaven (1907)
Richmond *right*



Arata Ranch in Black Diamond Mines (early 1900s) Antioch

Walnut Creek, Danville and Concord - city



Shadelands Ranch (1856), Walnut Creek



Don Francisco Galindo House
(1856) Concord



Danville Railroad Depot (1891), Danville

Pittsburg – city



Pittsburg Seventh Day Adventist Church (1919)



California Theatre (1920)

Background

- July 5, 1966: The Board combined the County Parks and Recreation Commission and the County Historical Society to form the County Historical Landmarks Advisory Committee (HLAC).
- July 20, 1976: The Board designated the Planning Department Director to assist the HLAC in creating of the first Historic Resources Inventory (HRI).
- The HLAC ceased meeting when the County Parks and Recreation Commission was dissolved.
- February 12, 2002: The HLAC was re-established by the Board to include four members of the Contra Costa County Historical Society and the Contra Costa County Community Development Director.
- The purpose of the HLAC is to advise the Board on matters relating to the identification and preservation of historical resources within the County, including identifying eligible sites and places to be listed in the HRI.

County Historic Resources Inventory (HRI)

- Established in 1976.
- 379 resources listed in the HRI – located in unincorporated communities and incorporated cities.
- Available on the HLAC webpage: <https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=>
- There are 5 historic districts recognized within the County: Diablo, Knightsen, Port Costa, portion of Loring Ave in Crockett, and town of Valona (located in Crockett).
- Since the HLAC was reinstated in 2002, 8 resources have been added to the HRI:
 - Bethel Island Fire Station, 3045 Ranch Lane, Bethel Island
 - Eugene Bridgford House, 4090 Gateway Road, Bethel Island
 - Clubhouse to the former Mount Diablo Park Club, 1925 Alameda Diablo, Diablo
 - English Tudor residence, 2067 Alameda Diablo, Diablo
 - Rosebrook Estate, 66 and 67 Stonecastle Court, Alamo
 - Diablo Historic District
 - Knightsen Historic District
- Nomination process: application reviewed by DCD and presented to the HLAC; if HLAC recommends approval, item will be brought to the Board for approval.
- What does an HRI listing do?
 - Helps ensure that historical resources are considered when processing a discretionary application, and
 - Qualifies a property for a Mills Act Agreement.

Reason for Presenting to TWIC

- During the General Plan update, the HLAC members collaborated with the other County Historical Societies, and met with Envision 2040 staff, to craft recommendations for County policies and actions items pertaining to County historical resources.
- These recommendations became policies 10.1-10.5 and action items 10.1-10.2 of the Conservation, Open Space, and Working Lands Element (Chapter 7) of the new General Plan.
- On August 15, 2023, the HLAC went in front of the Board to request the County adopt a Historic Preservation Ordinance.
- The Board directed DCD to provide analysis of this topic to TWIC.

New General Plan: Chapter 7 – Policies

- COS-P10.1 Prioritize preservation and adaptive reuse of buildings, sites, and areas having identifiable archaeological, cultural, or historic significance. Require new construction and renovation projects in historic areas to incorporate compatible and high-quality design that protects the overall historic integrity of the area and adjacent historic resources.
- COS-P10.2 Encourage sensitive restoration and adaptive reuse of historic resources following the Secretary of the Interior's Standards for the Treatment of Historic Properties, including additions and alterations to buildings that do not diminish historic integrity.
- COS-P10.3 Encourage owners of historic properties to make use of the State of California Historic Building Code to protect and rehabilitate historic resources.
- COS-P10.5 When a project involves a resource that is listed in the County's Historic Resources Inventory, or as otherwise necessitated by the CEQA process, require applicants to engage a qualified consultant to prepare an evaluation of potential and previously identified archaeological, cultural, and historic resources that may be present on the project site.

New General Plan: Chapter 7 – Action Items

- COS-A10.2 Evaluate and implement one or more measures to protect and preserve historic and cultural resources, such as a historic and cultural resources ordinance, overlay district, and/or design guidelines.
- COS-A10.1 Beginning in 2024, then every five years thereafter, review and update the County's Historic Resources Inventory and Archaeological Sensitivity Map in consultation with culturally affiliated tribes to ensure these remain useful tools for evaluating potential cultural resources impacts and guiding preservation efforts. As part of the 2024 update to the Historic Resources Inventory, create a map of the listed historic resources, and update the map upon each update to the Historic Resources Inventory. Ensure tribal cultural resources identified through these updates remain confidential.

Current Tools for Regulating Historical Resources

The CA Environmental Quality Act (CEQA)

CEQA is a state law that requires disclosure of potential significant impacts of an action and requires mitigation of any significant impacts.

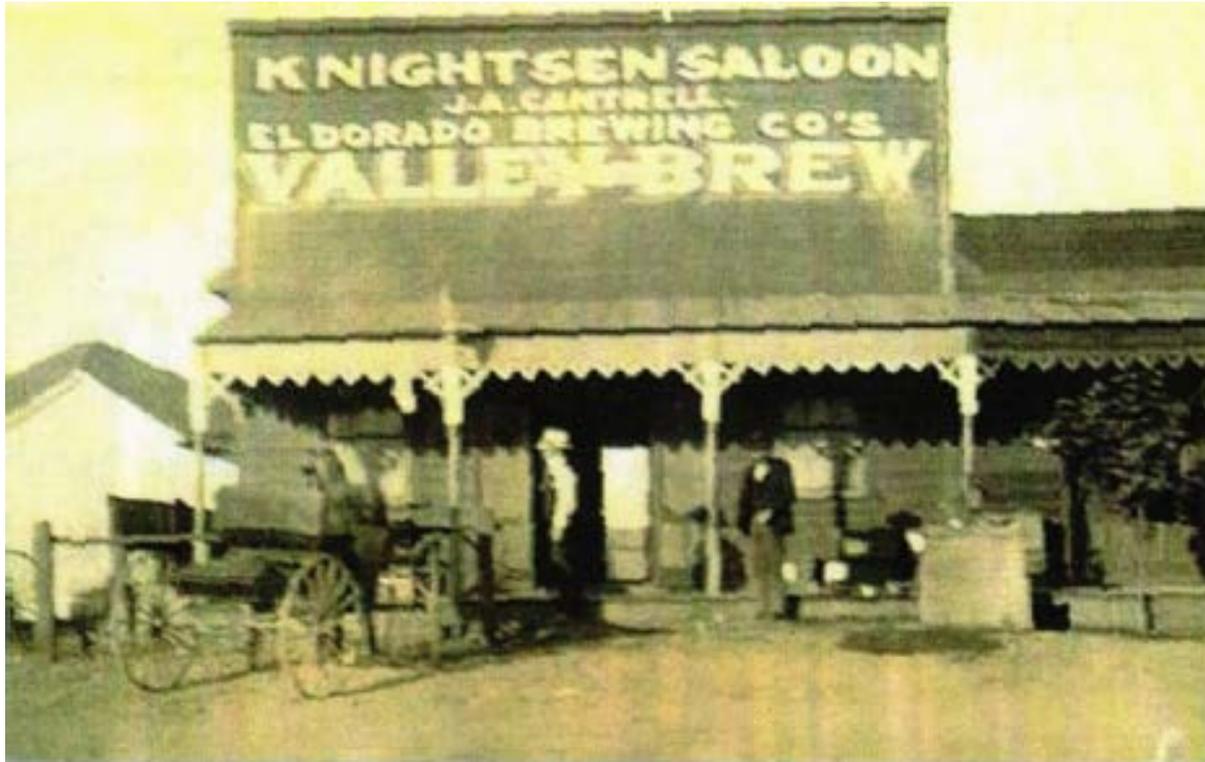
- CEQA applies to discretionary actions such as:
 - Subdivisions
 - Land Use Permits
 - Development Plans
 - Variances
 - Tree Permits
 - Small Lot Design Review
- Ministerial actions are not subject to CEQA i.e. building permits such as:
 - alterations
 - additions
 - demolition
- 15064.5 Historical Resource*: A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
- Established lists:
 - National Register of Historic Places
 - California Register of Historical Resources
 - County Historic Resources Inventory

** Cultural Resources are included in the definition of Historical Resources*

Examples of Utilizing CEQA

Knightsen Saloon

Land Use Permit and Development Plan for the reconstruction of the Knightsen Saloon (built ca. 1900), a contributor building to the Knightsen Historic District.





1224 Ceres Street, Crockett

Land Use Permit and Development Plan to convert the ground floor retail spaces to apartment units of a contributor building (built in 1909) to the Valona Historic District.



CEQA Determination

Section 15300.2(f) of CEQA states that a categorical exemption cannot be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The exterior façade was conditioned to be retained with its existing materials and architectural detailing. The building envelope was not being altered, and the window locations and dimensions were not changing.

Exempt under CEQA Guidelines, Section 15303(c), regarding "New Construction and Conversion of Small Structures"

Which exempts the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.





Odd Fellows Hall – 641 Loring Ave, Crockett

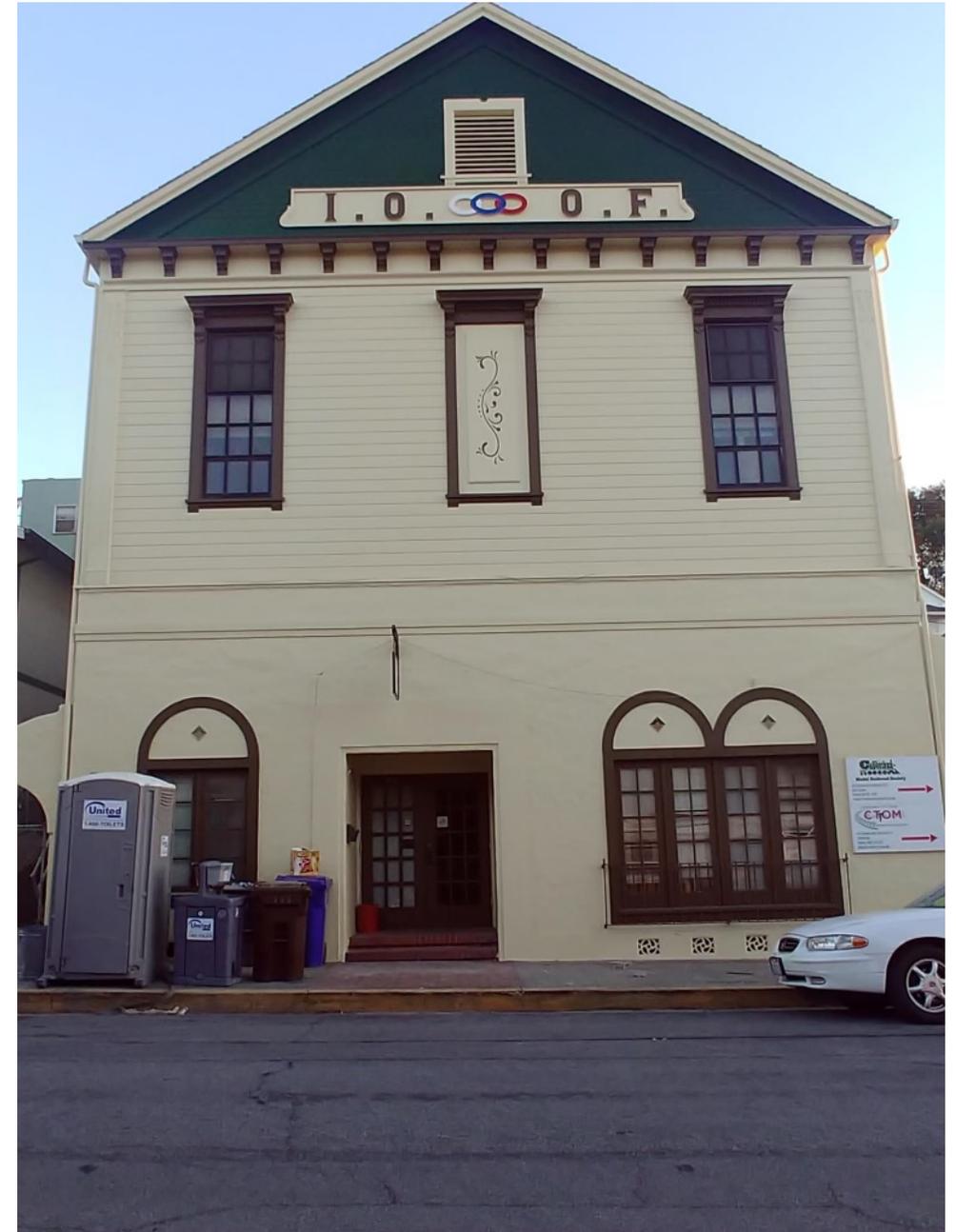
Within the Crockett Historic District
on Loring Avenue (built in 1900).

Alteration building permit for
siding replacement.



Original design had the parapet at the rear of the building fully removed. Staff requested it be replaced.

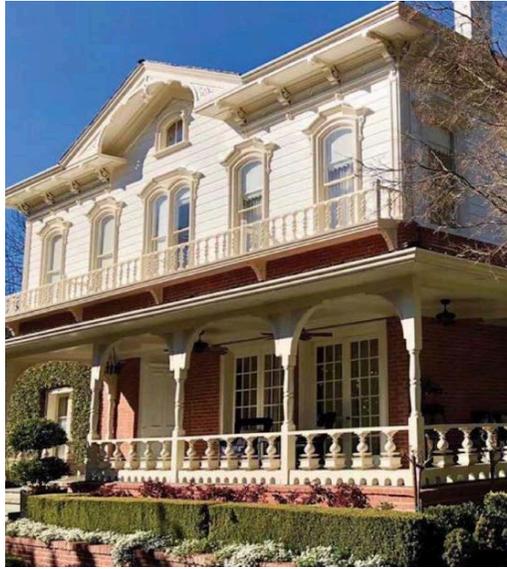
Building permit not subject to CEQA.



Mills Act Program

- The Mills Act is an economic incentive program in California for the restoration and preservation of qualified historic buildings by private property owners. The Mills Act Program is administered and implemented by local governments. Mills Act contracts are between the property owner and the local government granting the tax abatement.
- Enacted in 1972, the Mills Act legislation grants participating local governments (cities and counties) the authority to enter into contracts with owners of qualified historic properties who actively participate in the restoration and maintenance of their historic properties while receiving property tax relief.
- Mills Act contracts are for 10 years initially with automatic yearly extensions and stay with the property when transferred. Subsequent owners are bound by the contract and have the same rights and obligations as the original owner who entered into the contract.

There are currently 5 Mills Act Contracts within the County



1925 Alameda Diablo, Diablo CA 94528 (2012)



66 Stonecastle Road, Alamo CA 94507 (2016)



67 Stonecastle Road, Alamo CA 94507 (2016)



2067 Alameda Diablo, Diablo CA 94528 (2016)



1897 Calle Arroyo, Diablo CA 94528 (2016)

Historic Preservation in Other Jurisdictions

	Applicability	Who Can Nominate?	Decision Making Body		Require to Maintain	Incentives (Mills Act)	Worth Noting*
			R: recommendation A: approval	PC: Planning Commission CC/TC: City/Town Council			
			Nominate	Modify			
Antioch	No Ordinance. <i>Citywide Design Guidelines Manual, Rivertown</i>						
Brentwood	No Ordinance. <i>Downtown Specific Plan</i>						
Clayton	No Ordinance						
Concord	designated resources	<ul style="list-style-type: none"> - property owner - majority of property owners for a district 	A - PC	A - PC	X	-	SOIS
Danville	<ul style="list-style-type: none"> - citywide survey - designated resources and within HDs 	<ul style="list-style-type: none"> - property owner - Heritage Resource Commission - any other organization 	R - Heritage Resource Commission, A - TC	R - Heritage Resource Commission, A - TC	X	X	SOIS integrity
El Cerrito	No Ordinance						
Hercules	OD designated resources and within HDs	- property owner	R - PC, A - CC	A - PC	-	-	SOIS
Lafayette	designated resources	<ul style="list-style-type: none"> - property owner - Lafayette Historical Society 	R – Historical Society, A – CC	R – Historical Society, A – CC	-	-	–
Martinez	OD -designated resources	<ul style="list-style-type: none"> - property owner - Planning Commission 	A - PC	A - PC	-	-	HRE
Moraga	designated resources	<ul style="list-style-type: none"> - property owner - Town Council - Planning Commission - Design Review Board - Moraga Historical Society 	R – Planning, A - TC	R - PC, A - TC	X	X	–
Oakley	No Ordinance						
Orinda	designated resources	<ul style="list-style-type: none"> - property owner - City Council upon recommendation of the Historic Landmark Committee or Planning Commission 	R – Historical Committee or PC, A - TC	A (minor) – Planning , A (major) - PC	-	X	-
Pinole	No Ordinance						

	Applicability	Who Can Nominate?	Decision Making Body		Require to Maintain	Incentives (Mills Act)	Worth Noting*
			R: recommendation A: approval	PC: Planning Commission CC/TC: City/Town Council			
			Nominate	Modify			
Pittsburg	designated resources	- property owner - City Council - Planning Commission - Architectural Review Commission	R – PC, A - TC	A - PC	X	-	SOIS integrity
Pleasant Hill	OD	- property owner - City Council - Planning Commission - Architectural Review Commission	R – Arch Review Commission, A - PC	R – Planning, A - Arch Review Commission	X	X	SOIS integrity
Richmond	OD potential resources	- property owner - member of the public - City Council - Planning Commission - Historic Preservation Committee	R – Historic Preservation Commission, A – CC	A – Planning	X	X	SOIS HRE integrity
San Pablo	No Ordinance. <i>Historic Resource Assessment Report</i>						
San Ramon	OD	- property owner - City Council - Planning Commission	A - PC	A - PC	X	X	-
Walnut Creek	No Ordinance						

*SOIS: Secretary of Interior’s Standards

HRE : Historical Resources Evaluation

Integrity: National Park Service’s Seven Aspects of Integrity – Location, Design, Setting, Materials, Workmanship, Feeling, and Association

City	Resource Links
Antioch	Citywide Design Guidelines Manual, Rivertown: Chapter-2-Rivertown-Design-Guidelines.pdf
Brentwood	Downtown Specific Plan: Microsoft Word - Amended September 26 2017 - Reformatted DSP - Complete copy
Clayton	-
Concord	Ch 18.450 Historic Preservation: https://www.codepublishing.com/CA/Concord/#!/html/Concord18/Concord18450.html
Danville	Ch 32-72 Historic Preservation: https://codelibrary.amlegal.com/codes/danvilleca/latest/danville_ca/0-0-0-8918
El Cerrito	-
Hercules	Ch 13-12 HTC Historic Town Center District: https://www.codepublishing.com/CA/Hercules/#!/Hercules13/Hercules1312.html Ch 13-20 H Historic Overlay District: https://www.codepublishing.com/CA/Hercules/#!/Hercules13/Hercules1320.html
Lafayette	Ch 6-21 Historical Landmarks: https://library.municode.com/ca/lafayette/codes/code_of_ordinances?nodeId=TIT6PLLAUS_PT4SPLAUSRE_CH6-21HILA
Martinez	Ch 22.27 - Downtown Historic Overlay District: https://library.municode.com/ca/martinez/codes/code_of_ordinances?nodeId=CD_ORD_TIT22ZO_CH22.27DOHIOVDI Ch 22.47 Historic Resource Provisions: https://library.municode.com/ca/martinez/codes/code_of_ordinances?nodeId=CD_ORD_TIT22ZO_CH22.47HIREPR
Moraga	Ch 8.176 Historic Preservation: https://library.municode.com/ca/moraga/codes/municipal_code?nodeId=MOCA_TIT8PLZO_CH8.176HIPR
Oakley	-
Orinda	Ch17.25 Historic Landmarks: https://library.municode.com/ca/orinda/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.25HILA
Pinole	-
Pittsburg	Ch 15.84 Preservation of Historic Structures and Establishment of Historical Districts: https://www.codepublishing.com/CA/Pittsburg/#!/Pittsburg15/Pittsburg1584.html
Pleasant Hill	Ch 18.45 Historic Districts and Cultural Resources Districts: https://www.codepublishing.com/CA/PleasantHill/#!/html/PleasantHill18/PleasantHill1845.html
Richmond	Ch 15.04.303 Historic districts and landmarks overlay districts: https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTXVZOSU_CH15.04ZOSURE_SERIES_300OVDIRE_ART15.04.303HIDILAOVDI
San Pablo	Historic Resource Assessment Report Historic-Resource-Assessment-Report---May-2017
San Ramon	_Ch D2-31 - Landmark (-L) Overlay Zone: https://online.encodeplus.com/regs/sanramon-ca/doc-viewer.aspx?secid=4580&keywords=historic#secid=4580
Walnut Creek	-

	Applicability	Who Can Nominate?	Decision Making Body		Require to Maintain	Incentives (Mills Act)	Worth Noting*
			R: recommendation A: approval	PC: Planning Commission Board of Supervisors: BOS			
			Nominate	Modify			
Alameda	overlay district: OD historic district; HD	<ul style="list-style-type: none"> - property owner - majority of property owners for a district - Parks, Rec and Historical Commission - Board of Supervisors *All require property owner authorization	R - Parks, Rec and Historical Commission A - Board of Supervisors	A (Minor) – Planning R (Major) - Parks, Rec and Historical Commission A (Major) – Planning	x	X	Integrity HRE
Contra Costa	No Ordinance. <i>Nomination to HRI through R – HLAC, A – BOS</i>						
Marin	No Ordinance. <i>-Local Coastal Program – designated historic area in Coastal Zoning District that requires approval of the historic review checklist for new development</i>						
Napa	No Ordinance. <i>-City of Napa – Ch 15.42 Historic Preservation Ordinance</i>						
San Francisco	designated resources and within HDs	<ul style="list-style-type: none"> - property owner - majority of property owners for a district - member of the public - Planning 	R - Historic Preservation Commission R (districts) - Historic Preservation Commission, PC A – BOS	A (Minor) – Planning A (Major) - Historic Preservation Commission	X	X	SOIS
San Mateo	designated resources	<ul style="list-style-type: none"> - property owner - member of the public 	R – Historic Resources Advisory Board R - PC A - Board of Supervisors	R – Historic Resources Advisory Board A - PC	X	-	-
Santa Clara	OD designated resources and within HDs	<i>already designated ODs</i>	R - Historical Heritage Commission A - BOS	R - Historical Heritage Commission A - BOS	-	-	-
Solano	designated resources	<ul style="list-style-type: none"> - property owner - Cultural Heritage Commission 	R - Cultural Heritage Commission, A - local legislative body	R - Cultural Heritage Commission, A - local legislative body	-	-	-
Sonoma	OD designated resources and within HDs	<ul style="list-style-type: none"> - property owner - Landmarks Commission 	A - Landmarks Commission	A – Planning A (demo) - Landmarks Commission	-	-	design guidelines

*SOIS: Secretary of Interior’s Standards

HRE : Historical Resources Evaluation

Integrity: National Park Service’s Seven Aspects of Integrity – Location, Design, Setting, Materials, Workmanship, Feeling, and Association

City	Resource Links
Alameda	Ch 17.62 Historic Preservation: https://library.municode.com/ca/alameda_county/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.62HIPROR
Contra Costa	Historic Resources Inventory: Revised Preliminary
Marin	Local Coastal Program Historic Review Checklist: historic_chklist-6415.pdf
Napa (city)	Ch 15.52 Historic Preservation: City of Napa, CA HISTORIC PRESERVATION
San Francisco	Article 10 Preservation of Historical Architectural and Aesthetic Landmarks: https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-27871 Ch 71 Mills Act Contract Procedures: https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_admin/0-0-0-20001
San Mateo	Ch 7 Historic Preservation: https://www.smcgov.org/media/74421/download?inline=
Santa Clara	Ch 3.50 Historic Preservation Combining Districts: https://stgenpln.blob.core.windows.net/document/ZonOrd.pdf#0-TOC
Solano	Ch 26 Cultural Heritage Preservation: Chapter 26 CULTURAL HERITAGE PRESERVATION
Sonoma	Article 68 HD Historic Combining District: https://library.municode.com/ca/sonoma_county/codes/code_of_ordinances?nodeId=CH26SOCOZORE_ART68HDHICODI

Questions/Direction?



Thank You!



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-546

Agenda Date: 2/24/2025

Agenda #: 6.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: Report on Local, State, Regional, and Federal Transportation Relation Legislative and Planning Activities

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: 1

Referral Name: Review legislative matters on transportation, water, and infrastructure

Presenter: Jamar Stamps || Principal Planner | DCD; Mark Watts || Transportation Consultant | MARK WATTS ADVOCACY

Contact: John Cunningham/Jamar Stamps | (925) 655-2917

Referral History:

The transportation, water, and infrastructure legislation and planning report is a standing item on the Committee's agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee.

This report includes four sections; 1: **Local**, 2: **Regional**, 3: **State**, and 4: **Federal**.

1. **Local**

No Report in February

2. **Regional**

The Metropolitan Transportation Commission voted (unanimously of members present) to pursue legislation for a regional transportation funding measure. MTC will seek authorization for a measure as soon as 2026 with continuing authorization. Other details of the proposal:

- **Funding Options:** income tax, payroll tax, sales tax, parcel tax, or a charge on vehicle miles traveled.
- **Vote Threshold:** As discussed at prior TWIC meetings, if MTC places the measure on the ballot, the vote threshold would be two thirds. The MTC proposal allows the measure to be placed on the ballot by a qualified voter initiative which would be a simple majority vote.
- **Geography:** Option for all nine Bay Area counties or a subset.
- **Network Management:** A strengthened MTC role in transportation network management including fare integration, schedule coordination, mapping/wayfinding, customer-facing operating policies.

- **Highway Capacity:** The proposal approved by MTC was silent on the inclusion of highway capacity increases. Leading up to the vote the dialog included pressure to exclude capacity increases, some support for increases, and a staff recommendation limited capacity increases to express lanes or high occupancy toll (HOT)lanes.
- **Consolidation:** The proposal focuses on coordination and did not broach consolidation as a result of prior conversations at MTC.

Details on MTC's action are attached and can be found here:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=6466671&GUID=9D37ED87-E7DC-4B20-9AB3->

3. State

The County's legislative advocate's report is attached. Mr. Watts will attend the February Committee meeting.

4. Federal

No report in February.

Recommendation(s)/Next Step(s):

CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative and Planning Issues and take ACTION as appropriate.

Fiscal Impact (if any):

None.

MARK WATTS ADVOCACY
Consulting & Governmental Relations

February 3, 2025

Memorandum

To: Transportation, Water & Infrastructure Committee (TWIC)

From: Mark Watts, Legislative Advocate

Re: State Advocacy & Association Activities –January Monthly Update

I am pleased to provide the following memo to you on my recent state advocacy efforts and administration activities of interest.

Legislative Matters

The Legislative session has officially been underway since early December. I continue to monitor bill introductions, with some dating back to December 6, 2024, and have targeted a series of bills of interest to the statewide transportation delivery and planning industry. Once introduced, bills must be in print for 30 days before they can be amended or heard by a committee. As a result, legislative committee hearings on bills typically begin in earnest in late March and early April in advance of the May 2 deadline for bills to be approved by legislative policy committees.

Legislative Leaders Announce Committee Assignments:

President pro Tempore McGuire announced the chairs and membership of Senate policy and fiscal committees in early January.

Assembly Speaker Rivas had previously announced committee chairs in late December and released full committee assignments on January 17.

On the transportation policy arena, Senator Dave Cortese (D-San Jose) continues as Chair of the Senate Transportation Committee and Assemblymember Lori Wilson continues to chair the Assembly Transportation Committee.

From a broader perspective, there were limited leadership changes across the transportation policy and budget area. Senator Laura Richardson, who previously served in both the Assembly and in Congress, is the new chair of Senate Budget Subcommittee No. 5, which includes transportation in its jurisdiction. Assemblymember Steve Bennett (D-Ventura) continues as chair of the corresponding Assembly Budget Subcommittee No. 4.

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Active advocacy actions:

- Met with Assembly leadership staff in transportation for update and perspective about the “state-of-play” for the possibility to approve legislation to extend the present market-based cap and trade regime to reduce greenhouse emission within the state . As presently configured, the auction process is due to expire on December 31, 2030.
- Also, convened meetings with appropriate republican caucus staff. Key action items for these sessions focused on potential for renewal and extension of Cap and Trade Auction Authority beyond 2030.
- On another front I checked in with staff on their perspective of a replacement revenue for the fuel tax .It appears that at least one legislative member will seek re-introduction of last year’s ACA 18 (Wallis). That measure would require a super-majority to approve a revenue measure that depends on a user fee.

State budget update:

On January 10, the Department of Finance released the Governor’s 2025-26 Proposed Budget, showcasing a relatively status quo state budget, especially for transportation programs. Due to the final budget agreement for the current year budget (2024-25) that spread the state’s \$45 billion deficit over a two-year period, the 2025-26 proposed budget brings the state back to a more stable fiscal footing, with a modest \$363 million surplus.

Major fiscal uncertainty remains, however, as the impacts of January’s devastating fires in Southern California were not contemplated when the budget was prepared. Governor Newsom quickly expanded his existing special session declaration to encompass response and recovery costs for the LA fires. We anticipate that the May Revision will have a more robust evaluation of the budgetary impacts of these emergencies, including the availability of federal emergency aid and the impacts to revenue estimates based on the extension of state and federal income tax payments due from taxpayers in Los Angeles County.

Transportation Budget Proposals.

The January budget was uneventful for transportation funding, with no additional cuts and limited new General Fund spending proposals beyond what was included in last year’s budget deal. The Governor’s budget maintains existing General Fund commitments to multimodal transportation programs and projects, totaling approximately \$14.2 billion, and maintains all special funds for their intended transportation purposes. This includes multi-year funding for the competitive and formula Transit and Intercity Rail Capital Program, the Zero Emission Transit Capital Program, and other previously awarded programs. The budget also maintains a \$100

MARK WATTS ADVOCACY

Consulting & Governmental Relations

million supplement to the Active Transportation Program in 2025-26, but this funding is only sufficient to maintain the current Cycle 7 funding commitments. Cap-and-Trade Reauthorization California's cap-and-trade program expires in 2030. While the Governor's summary acknowledged the need to extend the program to achieve the state's carbon neutrality goals, the January budget did not include a specific proposal related to cap-and-trade reauthorization to kick-off negotiations with the Legislature. The summary does list the Governor's priorities for the investment of cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund (GGRF), including investments in "programs that deliver effective pollution reduction results, support clean transportation and communities, and help address energy affordability."

The Newsom Administration and Legislature are looking to extend the program in 2025, in large part to give regulated business certainty in long-term plans and state administrators similar assurances that the programs funded by cap-and-trade revenue and the recipients of those funds can plan for long-term investments. It is unclear whether the budget language means the Governor will wait for the Legislature to develop an initial proposal or if he will outline a plan later this year in his May Revision

Initial Bill introductions – 2025-26 Legislative session

Identified initial series of bills introduced by new 2025-26 legislature upon their convening on December 6. Following the Legislative Recess, new bill introductions will be monitored closely for impact on industry.

December 2024, New Introductions (2/4/2025): Please see attached.

2025 New Introduced Bills

[AB 12](#)

[\(Wallis R\)](#) **Low-carbon fuel standard: regulations.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

[AB 21](#)

[\(DeMaio R\)](#) **Taxpayer Protection Act of 2025.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.

[AB 23](#)

[\(DeMaio R\)](#) **The Cost of Living Reduction Act of 2025.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.

[AB 30](#)

[\(Alvarez D\)](#) **State Air Resources Board: gasoline specifications: ethanol blends.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution under specified circumstances. This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.

[AB 33](#)

[\(Aguiar-Curry D\)](#) **Autonomous vehicles.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would make technical, nonsubstantive changes to these provisions.

[AB 34](#)

[\(Patterson R\)](#) **Air pollution: regulations: consumer costs: review.**

Status: 2/3/2025-Referred to Com. on NAT. RES.

Location: 2/3/2025-A. NAT. RES.

Summary: Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule

under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.

[AB 231](#)

(Ta R) Income and corporation taxes: credits: work opportunity credit.

Status: 1/14/2025-From printer. May be heard in committee February 13.

Location: 1/13/2025-A. PRINT

Summary: Would, for taxable years beginning on or after January 1, 2026, and before January 1, 2031, allow a credit against the Personal Income Tax Law and the Corporation Tax Law taxes to a qualified taxpayer in an amount equal to 40% of the qualified wages paid or incurred to a qualified employee employed during the taxable year. The bill would define a qualified employee for this purpose to mean an individual that, among other things, has been convicted of a felony, as provided, and has a hiring date not more than one year after the date the individual was convicted or was released from prison.

[AB 259](#)

(Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Status: 1/17/2025-From printer. May be heard in committee February 16.

Location: 1/16/2025-A. PRINT

Summary: The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

[AB 266](#)

(Davies R) Freeway Service Patrol Act: sponsorship agreement.

Status: 1/18/2025-From printer. May be heard in committee February 17.

Location: 1/17/2025-A. PRINT

Summary: The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

[AB 267](#)

(Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.

Status: 1/18/2025-From printer. May be heard in committee February 17.

Location: 1/17/2025-A. PRINT

Summary: Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

[AB 272](#)

(Aguiar-Curry D) Heavy-Duty Vehicle Inspection and Maintenance Program.

Status: 1/22/2025-From printer. May be heard in committee February 21.

Location: 1/21/2025-A. PRINT

Summary: Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires the state board to provide 2 biennial reports on its internet website within 4 years following the full implementation of the program. This bill would instead require, within 4 years following the full implementation of the program, but not later than February 1, 2026, the state board to provide the first of the 2 biennial reports on its internet website.

[AB 273](#)

(Sanchez R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.

Status: 1/22/2025-From printer. May be heard in committee February 21.

Location: 1/21/2025-A. PRINT

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

AB 334

(Petrie-Norris D) Operators of toll facilities: interoperability programs: vehicle information.

Status: 1/29/2025-From printer. May be heard in committee February 28.

Location: 1/28/2025-A. PRINT

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

AB 338

(Solache D) Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.

Status: 1/29/2025-From printer. May be heard in committee February 28.

Location: 1/28/2025-A. PRINT

Summary: Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low- to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

AB 377

(Tangipa R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis 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. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.

AB 390

(Wilson D) Vehicles: highway safety.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 394

(Wilson D) Crimes: public transportation providers.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

ABX17

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 to exempt wildfire prevention projects from the requirements of the California Environmental Quality Act.

ABX18

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: Would amend the Budget Act of 2024 to require the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to oversee controlled burning activities and to exempt wildland vegetation management burning, as defined, from permitting requirements if conducted by or under the supervision of a public fire protection agency or other equivalent agency designated by the state board.

ABX19

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: Would amend the Budget Act of 2024 to specify that approval of a large electrical corporation’s distribution infrastructure undergrounding plan is not a project for purposes of the California Environmental Quality Act (CEQA), provided that environmental review otherwise required by CEQA occurs before any project approval that would authorize physical changes to the environment.

SB 2

(Jones R) Low-carbon fuel standard: regulations.

Status: 1/29/2025-Referred to Com. on E.Q.

Location: 1/29/2025-S. E.Q.

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

SB 10

(Padilla D) Otay Mesa East Toll Facility Act: toll revenues: environmental mitigation.

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would authorize those toll revenues to additionally be used for environmental mitigation and restoration of the Tijuana River Valley and adjoining lands, as specified.

SB 21

(Durazo D) Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.

Status: 1/29/2025-Referred to Com. on L., P.E. & R.

Location: 1/29/2025-S. L., P.E. & R.

Summary: The California Workforce Innovation and Opportunity Act establishes the California Workforce

Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines "high road" for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define "job quality," "quality jobs," and "economic equity" for purposes of the act.

SB 30 **(Cortese D) Transportation: diesel trains and rolling stock: resale restrictions.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 12/2/2024-S. RLS.

Summary: Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.

SB 63 **(Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 1/9/2025-S. RLS.

Summary: Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.

SB 71 **(Wiener D) California Environmental Quality Act: exemptions: transit projects.**

Status: 1/29/2025-Referred to Coms. on E.Q. and TRANS.

Location: 1/29/2025-S. E.Q.

Summary: 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. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA.

SB 73 **(Cervantes D) California Environmental Quality Act: exemptions.**

Status: 1/29/2025-Referred to Coms. on E.Q. and HOUSING.

Location: 1/29/2025-S. E.Q.

Summary: 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 (EIR) 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. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

SB 76 **(Seyarto R) Vehicles: registration fees and penalties.**

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: Current law imposes renewal fee penalties for late payment of vehicle registration except in limited specified cases. Current law authorizes the Department of Motor Vehicles to waive the registration penalties accrued before the purchase of a vehicle upon payment for the fees for registration due, if the transferee or purchaser was not aware that the fees were unpaid. Current law also authorizes the department to waive the registration fees that became due before the purchase of the vehicle if the transferee or purchaser was not aware that the fees were unpaid and the license plate

assigned to the vehicle displays a validating device issued by the department that contains the year number of the registration year for which the transferee or purchaser is requesting a waiver of fees. Current law further provides that these unpaid fees and penalties are the personal debt of the transferor of the vehicle and may be collected by the department in an appropriate civil action if the department has waived the fees and penalties. This bill would instead require the department to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued before the purchase of the vehicle. The bill would require the department to create a system to collect these delinquent fees and penalties from the seller or transferor.

SB 78 **(Sevarto R) Department of Transportation: study: state highway system: road safety projects.**

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

SB 79 **(Wiener D) Planning and zoning: housing development: transit-oriented development.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 1/15/2025-S. RLS.

Summary: Would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.

SB 227 **(Grayson D) Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.**

Status: 1/29/2025-From printer. May be acted upon on or after February 28.

Location: 1/28/2025-S. RLS.

Summary: Current law, until January 1, 2028, authorizes the establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa for the purpose of building upon the comparative advantage provided by the regional concentration of highly skilled energy industry workers by prioritizing access to tax incentives, grants, and loan programs, among other incentives. Current law authorizes the Green Empowerment Zone to be composed of 9 specified cities and the County of Contra Costa, upon adoption of a resolution by the city or county, and provides for the Green Empowerment Zone to be governed by a board of directors comprised of representatives from 7 stakeholder groups, as specified. Existing law requires the board to appoint a steering committee to develop metrics to gauge the progress of the Green Empowerment Zone and requires the board to annually post information on those metrics on its internet website, as specified. This bill would extend the authorization for the Green Empowerment Zone to January 1, 2040, and would authorize the expansion the Green Empowerment Zone to include 4 additional cities, including the Cities of El Cerrito, Pinole, Richmond, and San Pablo, upon adoption of a resolution by each city.

SB 232 **(Sevarto R) California Environmental Quality Act: guidelines: study.**

Status: 1/29/2025-From printer. May be acted upon on or after February 28.

Location: 1/28/2025-S. RLS.

Summary: The California Environmental Quality Act (CEQA) 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. CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define “locked-in guidelines” as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

SB 239 **(Arreguín D) Open meetings: teleconferencing: subsidiary body.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as

defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 240 **(Jones R) San Diego Association of Governments.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: The San Diego Regional Transportation Consolidation Act provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.

SB 247 **(Smallwood-Cuevas D) Construction: workforce development: public contracts.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions.

SB 272 **(Becker D) San Mateo County Transit District: job order contracting: pilot program.**

Status: 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

Location: 2/4/2025-S. RLS.

Summary: The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program.

SB 273 **(Grayson D) Surplus land.**

Status: 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

Location: 2/4/2025-S. RLS.

Summary: Current law declares that surplus government land should be made available for affordable housing, including near transit stations, and for parks and recreation or open-space purposes. This bill would make a nonsubstantive change to this provision.

Total Measures: 37

Total Tracking Forms: 175

2025 New Introduced Bills

[AB 12](#)

[\(Wallis R\)](#) **Low-carbon fuel standard: regulations.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

[AB 21](#)

[\(DeMaio R\)](#) **Taxpayer Protection Act of 2025.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.

[AB 23](#)

[\(DeMaio R\)](#) **The Cost of Living Reduction Act of 2025.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.

[AB 30](#)

[\(Alvarez D\)](#) **State Air Resources Board: gasoline specifications: ethanol blends.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution under specified circumstances. This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.

[AB 33](#)

[\(Aguiar-Curry D\)](#) **Autonomous vehicles.**

Status: 12/3/2024-From printer. May be heard in committee January 2.

Location: 12/2/2024-A. PRINT

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would make technical, nonsubstantive changes to these provisions.

[AB 34](#)

[\(Patterson R\)](#) **Air pollution: regulations: consumer costs: review.**

Status: 2/3/2025-Referred to Com. on NAT. RES.

Location: 2/3/2025-A. NAT. RES.

Summary: Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule

under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.

[AB 231](#)

(Ta R) Income and corporation taxes: credits: work opportunity credit.

Status: 1/14/2025-From printer. May be heard in committee February 13.

Location: 1/13/2025-A. PRINT

Summary: Would, for taxable years beginning on or after January 1, 2026, and before January 1, 2031, allow a credit against the Personal Income Tax Law and the Corporation Tax Law taxes to a qualified taxpayer in an amount equal to 40% of the qualified wages paid or incurred to a qualified employee employed during the taxable year. The bill would define a qualified employee for this purpose to mean an individual that, among other things, has been convicted of a felony, as provided, and has a hiring date not more than one year after the date the individual was convicted or was released from prison.

[AB 259](#)

(Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Status: 1/17/2025-From printer. May be heard in committee February 16.

Location: 1/16/2025-A. PRINT

Summary: The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

[AB 266](#)

(Davies R) Freeway Service Patrol Act: sponsorship agreement.

Status: 1/18/2025-From printer. May be heard in committee February 17.

Location: 1/17/2025-A. PRINT

Summary: The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

[AB 267](#)

(Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.

Status: 1/18/2025-From printer. May be heard in committee February 17.

Location: 1/17/2025-A. PRINT

Summary: Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

[AB 272](#)

(Aguiar-Curry D) Heavy-Duty Vehicle Inspection and Maintenance Program.

Status: 1/22/2025-From printer. May be heard in committee February 21.

Location: 1/21/2025-A. PRINT

Summary: Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires the state board to provide 2 biennial reports on its internet website within 4 years following the full implementation of the program. This bill would instead require, within 4 years following the full implementation of the program, but not later than February 1, 2026, the state board to provide the first of the 2 biennial reports on its internet website.

[AB 273](#)

(Sanchez R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.

Status: 1/22/2025-From printer. May be heard in committee February 21.

Location: 1/21/2025-A. PRINT

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

AB 334

(Petrie-Norris D) Operators of toll facilities: interoperability programs: vehicle information.

Status: 1/29/2025-From printer. May be heard in committee February 28.

Location: 1/28/2025-A. PRINT

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

AB 338

(Solache D) Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.

Status: 1/29/2025-From printer. May be heard in committee February 28.

Location: 1/28/2025-A. PRINT

Summary: Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low- to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

AB 377

(Tangipa R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis 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. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.

AB 390

(Wilson D) Vehicles: highway safety.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 394

(Wilson D) Crimes: public transportation providers.

Status: 2/4/2025-From printer. May be heard in committee March 6.

Location: 2/3/2025-A. PRINT

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

ABX17

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 to exempt wildfire prevention projects from the requirements of the California Environmental Quality Act.

ABX18

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: Would amend the Budget Act of 2024 to require the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to oversee controlled burning activities and to exempt wildland vegetation management burning, as defined, from permitting requirements if conducted by or under the supervision of a public fire protection agency or other equivalent agency designated by the state board.

ABX19

(Essayli R) Budget Act of 2024.

Status: 1/22/2025-From printer.

Location: 1/21/2025-A. PRINT

Summary: Would amend the Budget Act of 2024 to specify that approval of a large electrical corporation’s distribution infrastructure undergrounding plan is not a project for purposes of the California Environmental Quality Act (CEQA), provided that environmental review otherwise required by CEQA occurs before any project approval that would authorize physical changes to the environment.

SB 2

(Jones R) Low-carbon fuel standard: regulations.

Status: 1/29/2025-Referred to Com. on E.Q.

Location: 1/29/2025-S. E.Q.

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

SB 10

(Padilla D) Otay Mesa East Toll Facility Act: toll revenues: environmental mitigation.

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would authorize those toll revenues to additionally be used for environmental mitigation and restoration of the Tijuana River Valley and adjoining lands, as specified.

SB 21

(Durazo D) Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.

Status: 1/29/2025-Referred to Com. on L., P.E. & R.

Location: 1/29/2025-S. L., P.E. & R.

Summary: The California Workforce Innovation and Opportunity Act establishes the California Workforce

Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines "high road" for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define "job quality," "quality jobs," and "economic equity" for purposes of the act.

SB 30 **(Cortese D) Transportation: diesel trains and rolling stock: resale restrictions.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 12/2/2024-S. RLS.

Summary: Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.

SB 63 **(Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 1/9/2025-S. RLS.

Summary: Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.

SB 71 **(Wiener D) California Environmental Quality Act: exemptions: transit projects.**

Status: 1/29/2025-Referred to Coms. on E.Q. and TRANS.

Location: 1/29/2025-S. E.Q.

Summary: 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. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA.

SB 73 **(Cervantes D) California Environmental Quality Act: exemptions.**

Status: 1/29/2025-Referred to Coms. on E.Q. and HOUSING.

Location: 1/29/2025-S. E.Q.

Summary: 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 (EIR) 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. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

SB 76 **(Sevarto R) Vehicles: registration fees and penalties.**

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: Current law imposes renewal fee penalties for late payment of vehicle registration except in limited specified cases. Current law authorizes the Department of Motor Vehicles to waive the registration penalties accrued before the purchase of a vehicle upon payment for the fees for registration due, if the transferee or purchaser was not aware that the fees were unpaid. Current law also authorizes the department to waive the registration fees that became due before the purchase of the vehicle if the transferee or purchaser was not aware that the fees were unpaid and the license plate

assigned to the vehicle displays a validating device issued by the department that contains the year number of the registration year for which the transferee or purchaser is requesting a waiver of fees. Current law further provides that these unpaid fees and penalties are the personal debt of the transferor of the vehicle and may be collected by the department in an appropriate civil action if the department has waived the fees and penalties. This bill would instead require the department to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued before the purchase of the vehicle. The bill would require the department to create a system to collect these delinquent fees and penalties from the seller or transferor.

SB 78 **(Sevarto R) Department of Transportation: study: state highway system: road safety projects.**

Status: 1/29/2025-Referred to Com. on TRANS.

Location: 1/29/2025-S. TRANS.

Summary: Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

SB 79 **(Wiener D) Planning and zoning: housing development: transit-oriented development.**

Status: 1/29/2025-Referred to Com. on RLS.

Location: 1/15/2025-S. RLS.

Summary: Would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.

SB 227 **(Grayson D) Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.**

Status: 1/29/2025-From printer. May be acted upon on or after February 28.

Location: 1/28/2025-S. RLS.

Summary: Current law, until January 1, 2028, authorizes the establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa for the purpose of building upon the comparative advantage provided by the regional concentration of highly skilled energy industry workers by prioritizing access to tax incentives, grants, and loan programs, among other incentives. Current law authorizes the Green Empowerment Zone to be composed of 9 specified cities and the County of Contra Costa, upon adoption of a resolution by the city or county, and provides for the Green Empowerment Zone to be governed by a board of directors comprised of representatives from 7 stakeholder groups, as specified. Existing law requires the board to appoint a steering committee to develop metrics to gauge the progress of the Green Empowerment Zone and requires the board to annually post information on those metrics on its internet website, as specified. This bill would extend the authorization for the Green Empowerment Zone to January 1, 2040, and would authorize the expansion the Green Empowerment Zone to include 4 additional cities, including the Cities of El Cerrito, Pinole, Richmond, and San Pablo, upon adoption of a resolution by each city.

SB 232 **(Sevarto R) California Environmental Quality Act: guidelines: study.**

Status: 1/29/2025-From printer. May be acted upon on or after February 28.

Location: 1/28/2025-S. RLS.

Summary: The California Environmental Quality Act (CEQA) 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. CEQA requires the Office of Land Use and Climate Innovation, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define “locked-in guidelines” as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

SB 239 **(Arreguín D) Open meetings: teleconferencing: subsidiary body.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as

defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 240 **(Jones R) San Diego Association of Governments.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: The San Diego Regional Transportation Consolidation Act provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.

SB 247 **(Smallwood-Cuevas D) Construction: workforce development: public contracts.**

Status: 2/3/2025-From printer. May be acted upon on or after March 2.

Location: 1/30/2025-S. RLS.

Summary: Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions.

SB 272 **(Becker D) San Mateo County Transit District: job order contracting: pilot program.**

Status: 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

Location: 2/4/2025-S. RLS.

Summary: The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program.

SB 273 **(Grayson D) Surplus land.**

Status: 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

Location: 2/4/2025-S. RLS.

Summary: Current law declares that surplus government land should be made available for affordable housing, including near transit stations, and for parks and recreation or open-space purposes. This bill would make a nonsubstantive change to this provision.

Total Measures: 37

Total Tracking Forms: 175

Regional Transportation Revenue Measure Enabling Legislation

Subject:

Summary of MTC ABAG Joint Legislation Committee discussion regarding legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Background:

At the January 2024 MTC ABAG Joint Legislation Committee (Legislation Committee), staff provided a summary of the proposed elements of enabling legislation for a future regional transportation revenue measure (enabling legislation) that MTC would sponsor, reflecting the feedback Commissioners provided at the December 2023 Commission meeting as well as additional feedback from stakeholders and key legislative leaders (see Attachment A).

Committee members had a robust discussion, providing feedback in the following areas: reforms to enhance transit coordination, integrating into the bill flexibility related to revenue options and amounts as well as expenditure priorities, geographic return-to-source provisions, the “North Star” vision statement (revised Vision Statement is included in Attachment B), transportation demand management, and project eligibility considerations with respect to highway investments. Key takeaways from the discussion are summarized below.

There was broad support expressed by committee members for staff’s recommended approach to integrate into authorizing legislation reforms to enhance transit coordination. Throughout the fall, the Legislation Committee challenged staff to identify a range of policy provisions – from enhancing coordination to exploring transit operator consolidation – that could be included in authorizing legislation that would help ensure any bill the Commission sponsors delivers rider-focused outcomes for the Bay Area traveling public. Consistent with the Commission’s direction in December, staff is proposing that the enabling legislation enhance regional transit coordination (rather than consolidation) as a way to deliver rider-focused outcomes by strengthening MTC’s role as a regional transit network manager. Specifically, staff recommended the authorizing legislation include statutory changes to accelerate implementation of key Bay Area Transit Transformation Action Plan (TAP) action items and other customer

facing policies that would benefit from a regional approach, such as ambassadors to assist riders and support a safe atmosphere.

Several committee members highlighted the importance of integrating flexibility into the authorizing legislation, specifically as it relates to seeking authorization for a menu of revenue options (with flexibility for MTC to determine *which* option to place on the ballot in 2026 or later) and staff's recommendation that authorizing legislation identify goals of the measure and outline expenditure categories, but retain flexibility for MTC and regional partners to develop a detailed expenditure plan prior to placement of a measure on the ballot as well as over the long-term as the region's needs evolve.

Committee members and Commission leadership also recommended a minor change to the vision statement and supported staff's recommendation to broaden the proposed transportation demand management (TDM) policy provision to mandate Bay Area employers with 50 or more employees in the Bay Area provide a subsidy to their employees to encourage alternatives to single occupancy trips. These revisions are outlined in Attachment B.

Further, the Legislation Committee had a robust discussion related to highway capacity expansion projects and whether they would be eligible for funding from the measure. Informing this discussion was a coalition letter urging that the measure avoid funding highway widening. For context, the proposed goal for the measure (as included in the January Committee materials) is a "climate friendly transportation system that is safe, accessible and convenient for all," consistent with the state's ambitious greenhouse gas reduction targets. In the proposed multimodal "connectivity" category, staff has further described this category in Committee and Commission materials as available to fund "mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner."

During the Legislation Committee discussion, it was proposed that proceeds from the measure should not be eligible to fund highway widening projects. Some committee members made the case for a more nuanced approach recognizing that highway widening projects might have benefits to transit or other features that avoid any negative climate impacts. The Legislation

Committee directed staff to identify a range of options for further consideration at the January Commission meeting. Staff will provide those options in a handout.

Next Steps

At your meeting, staff will be available to answer questions about the key elements of the proposed enabling legislation that staff is recommending MTC sponsor, as described in Attachments B and C. On January 11, Senator Wiener introduced a spot bill for the enabling legislation, SB 925. The first opportunity to amend the bill will be in mid-February.

Recommendations:

Commission Approval

Attachments:

- Attachment A: Proposed Vision Statement and Key Provisions s and Comparison with January Legislation Committee Version
- Attachment B: Presentation
- Attachment C: January 12, 2024 Legislation Committee Materials (Regional Transportation Revenue Measure Enabling Legislation)



Andrew B. Fremier

**Updated Proposed Regional Transportation Measure Vision Statement and Key Provisions:
Comparison with Version Presented at January 2024 MTC ABAG Joint Legislation Committee Meeting**

Vision Statement (Updated)

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

The Bay Area *needs* ~~has~~ a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life.

Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Updated)

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

TOPIC	RECOMMENDATION
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on maximum funding level, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a flexible category to enable adjustments based on future needs and subject to changing circumstances.
Accountability	<p>To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit from a regional approach (e.g. safety and workforce development) upon enactment of enabling legislation.</p> <p>Upon ballot measure’s approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>
Travel Demand Management Provision	Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area that are located near transit provide <i>a subsidy the Clipper BayPass</i> to their employees <i>to encourage alternatives to single occupancy vehicle (SOV) trips.</i>
Geographic Area of Tax	Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.

Citizen Initiative Option	Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote. (This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.
Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than 2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.

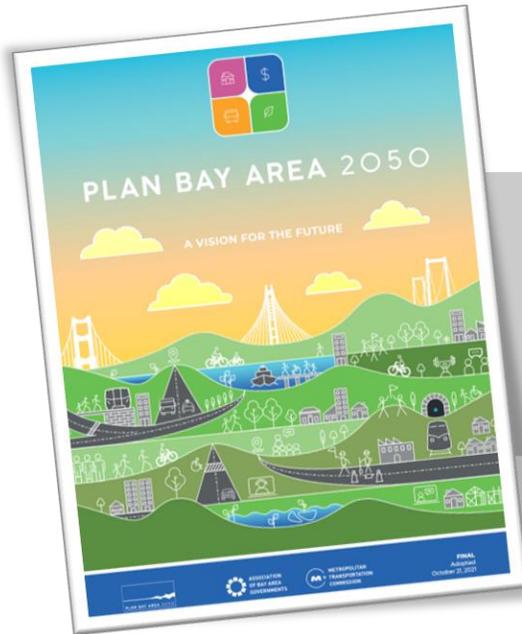
Preparing for a 2026 Regional Transportation Measure: Outline of Proposed Enabling Legislation & Next Steps



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Commission Meeting
January 24, 2024

Why a New Regional Transportation Measure?



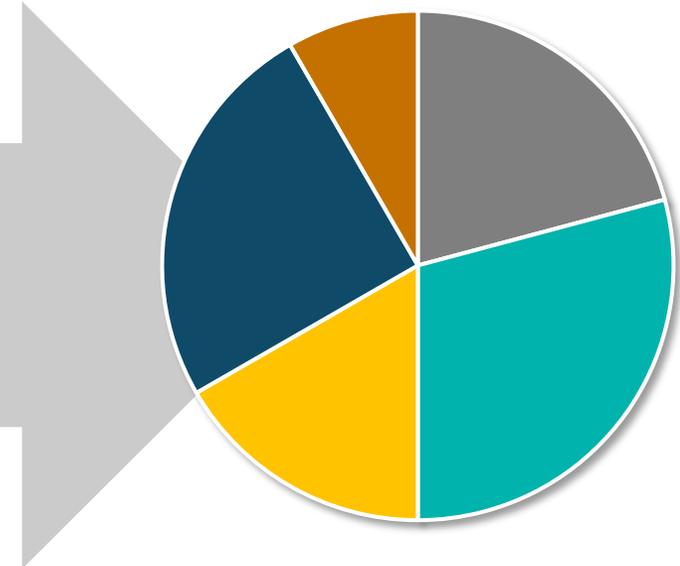
Plan Bay Area 2050

The Plan identified a \$110 billion funding gap to realize the plan's bold vision



Transit's Future Depends on New Funding

New reliable funds are needed to sustain service and improve the rider experience



Deliver Results

Regional funds can incentivize key regional policy goals & improve access and mobility regionwide

Proposed “North Star” Vision Statement



The Bay Area needs a world-class, reliable, affordable, efficient and connected transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping combat the climate crisis;



a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly;



local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region’s economy and improving quality of life.



Regional Measure Goal & Focus Areas

Goal: Create a climate-friendly transportation system that is safe, accessible and convenient for all



Protect and Enhance Transit Service

Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance frequency of service and areas served where needed and financially sustainable.

Make Transit Faster, Safer and Easier to Use

Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit and implementing the Bay Area Transit Transformation Action Plan.



Enhance Mobility & Access for All

Make it safer and easier for people of all ages and abilities to get to where they need to go by preserving and enhancing access for all transportation system road users, including people walking, biking and wheeling.

Proposed Funding Categories



Transit Transformation

Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience improve safety on transit and help fund the zero-emission transit transition.



Safe Streets

Transform local roads to support safety, equity and climate goals, including through including through bike/ped infrastructure investments, safe routes to transit, other safety enhancements and pothole repairs.



Connectivity

Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example project types include express lanes, rail-grade separations, rail extensions, rail safety, and interchange modernizations.



Climate Resilience

Fund planning, design and/or construction activities that protect transportation infrastructure from rising sea levels, flooding, wildfires, and extreme heat.

Summary of Tax Revenue Options

Tax Type	Summary
Sales tax	Regional sales tax on the sale of tangible items. Some groceries are exempt.
Income tax	Regional supplemental income tax paid by taxpayer – withheld from paycheck (can be limited to those with an income above a specified threshold and/or include tiered rates)
Payroll tax	Employer-based tax on wages paid to employees, like Social Security. Can be structured to exempt small businesses.
Parcel tax	Per square foot assessment on parcels of real estate. Can include exemptions.
Vehicle Registration Surcharge	Tiered rates based on value of vehicle, similar to SB 1. Would not be considered until 2030 or later given DMV registration database overhaul and anticipated revenue capacity limitations.
Vehicle Miles Traveled Fee	Tax based on vehicle miles traveled (VMT). Would not be considered until State of California adopts a road usage charge to replace the gas tax.

Core Elements of Enabling Legislation

Topic	MTC Staff Recommendation
Goal of Measure & Expenditure Categories	Specify core goals of measure and expenditure categories in legislation. Likely include minimum shares by category after legislative and stakeholder consensus is achieved.
Accountability	To deliver customer-facing priorities sooner, strengthen MTC’s network management role. Establish oversight committee to ensure funds spent according to statute and measure.
Travel Demand Management	Require employer of at least 50 employees to provide a subsidy to their employees to encourage alternatives to single occupancy vehicle trips.
Geographic Area of Tax	Authorize MTC to place on ballot within the nine counties or a subset.
Citizen Initiative Option	Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.’s Measure C, 2018), subject to a simple majority vote.
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later subject to no sunset in the statute. Permit subsequent ballot placement if unsuccessful. Duration to be determined by MTC.
Revenue Options & Amount	Authorize a menu of revenue options (parcel tax, income tax, payroll tax and sales tax as near-term options; and VMT-fee and vehicle reg. charge at later date) subject to further discussion with stakeholders and the Legislature. Allow revenue options to be pursued sequentially.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.

Voters Want a More Integrated Transit System With Stronger Oversight

- MTC's October 2023 poll showed Bay Area voters think provisions to create a more integrated transit system are important to include in a measure.
 - **80 percent support** oversight and accountability to ensure effective & efficient management of transit
 - **73 percent strongly support** creating a seamless Bay Area transit network with coordinated fares, routes, schedules and signage
 - **61 percent support** one regional agency responsible for setting transit fares, coordinating different service schedules and creating consistent transit maps and signage
- Results track with Blue Ribbon Transit Recovery Task Force's 2021 public opinion poll (summarized at right)

Everyone wants the same things:

- 92%** find real-time information on wait times and vehicle locations important
- 91%** find more direct service, fewer transfers, and shorter wait times important
- 88%** find a regional network that can set fares, align routes and schedules, and standardize information important
- 92%** find easy to use and uniform maps and signage important
- 90%** find a single mobile app for planning, schedules, and information important
- 89%** find a single set of fares, passes, discounts, and transfer policies important
- 80%** find dedicated travel lanes along key transit routes for buses and carpools important

Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll, April 2021

Policy Provision: Strengthen MTC's Role as Regional Transit Network Manager to Speed Up Rider-Focused Outcomes

Staff recommends the authorizing legislation strengthen MTC's coordination authority by designating it with responsibility for setting policies essential to the user experience of a seamless transit system and setting standards related to:

- Fare payment
- Fare integration
- Schedule coordination
- Mapping & wayfinding
- Real time information
- Other customer-facing operating policies that would benefit from a regional approach, including safety and workforce development.



What's Next?



Draft Bill Language & Prepare for Hearing

Senator Wiener has introduced SB 925 – a spot bill. Assuming MTC action to sponsor the bill, it will be amended to incorporate MTC in mid-February and first hearing likely in early March. MTC staff and leadership are continuing to brief and seek feedback from Bay Area legislators to inform legislative strategy



Partner/Stakeholder Engagement & Public Communication

Continue regular engagement with Bay Area partners/stakeholders, including through the staff-level Transportation Revenue Measure Working Group, and begin coalition building at the state level.



Initiate leadership-level Steering Committee to advise working group.

Develop webpage and communication channels for public to stay informed and engaged throughout development of the enabling legislation.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-547

Agenda Date: 2/24/2025

Agenda #: 7.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: DRAFT 2025 TWIC Referrals

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This is an annual administrative item of the Committee.

Referral Update:

Draft 2025 referrals are attached to this report.

Staff is recommending the removal of Referral #26 which addressed the development of the new transportation element of the recently adopted 2045 General Plan.

Recommendation(s)/Next Step(s):

DISCUSS recommendations on referrals to the Committee for 2025, REVISE as necessary, and DIRECT staff to bring the list to the full Board of Supervisors for approval.

Fiscal Impact (if any):

None.

2025 DRAFT Referrals to the Transportation, Water and Infrastructure Committee

(Submitted to TWIC for consideration at their February Meeting.)

1. Review legislative matters on transportation, water, and infrastructure.
2. Review applications for transportation, water, and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.
3. Monitor the Contra Costa Transportation Authority including efforts to implement Measure J.
4. Monitor EBMUD and Contra Costa Water District projects and activities.
5. Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, development of an ordinance regarding polystyrene foam food containers, monitor waste diversion initiatives, and water quality, supply and reliability, consistent with the Board of Supervisors adopted *Delta Water Platform*.
6. Review and monitor the establishment of Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act.
7. Review issues associated with County flood control facilities.
8. Monitor creek and watershed issues and seek funding for improvement projects related to these issues.
9. Monitor the implementation of the Integrated Pest Management policy.
10. Monitor the status of county park maintenance issues including, but not limited to, transfer of some County park maintenance responsibilities to other agencies and implementation of Measure WW grants and expenditure plan.
11. Monitor and report on the East Contra Costa County Habitat Conservation Plan.
12. Monitor the implementation of the County Complete Streets, Active Transportation, and Vision Zero Policies.
13. Monitor and report on the Underground Utilities Program.
14. Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa.
15. Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and trucks that transport hazardous materials, the planned truck route for North Richmond; freight issues related to the Northern Waterfront (and coordinate with the Northern Waterfront Ad Hoc Committee as needed), and the deepening of the San Francisco-to-Stockton Ship Channel.
16. Monitor the Iron Horse Corridor Management Program.
17. Monitor and report on the Contra Costa Transportation Authority's Integrated Transit Plan.
18. Review transportation plans and services for specific populations and locations, including but not limited to Coordinated Human Services Transportation Plan for the Bay Area, CCTA East County Ferry Feasibility Study, Olympic Corridor Trail Connector Study Implementation, and the Contra Costa County Accessible Transportation Strategic Plan.
19. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/transportation network companies, and navigation apps.
20. Monitor the statewide infrastructure bond programs.
21. Monitor efforts at the State to revise school siting guidelines and statutes.
22. Monitor issues related to docked and dockless bike share programs.
23. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.
24. Monitor the County's conversion to solar/distributed energy systems.
25. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.
- ~~26. Review and monitor Transportation Element development of the General Plan Update.~~
27. Monitor development of a historic preservation ordinance.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-548

Agenda Date: 2/24/2025

Agenda #: 8.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: CONSIDER report to the Board of Supervisors on the status of TWIC Referrals

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: John Cunningham || Principal Planner | DCD

Contact: John Cunningham | (925) 655-2915

Referral History:

This is an annual administrative item of the Committee.

Referral Update:

See attached Status Report on Referrals to the Committee.

Recommendation(s)/Next Step(s):

REVIEW Status Report and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

Fiscal Impact (if any):

None.

Status Report: Referrals to the Transportation, Water, and Infrastructure Committee - 2024

DRAFT REVIEW: February 24, 2025 TWIC Meeting

Referral	Status
1. Review legislative matters on transportation, water, and infrastructure.	<ul style="list-style-type: none"> • Also See Referral #6 • Adopted traffic resolution re: stop sign placement. November • Monitored <i>Road Maintenance and Rehabilitation Account</i> reports pursuant to SB1(2017) May • Revised State and Federal Legislative Platforms for consideration by the Board of Supervisors. November
2. Review applications for transportation, water, and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.	<ul style="list-style-type: none"> • Numerous grant applications including U.S. Dept. of Transportation, Caltrans, Strategic Growth Council, MTC, California Transportation, Commission, etc. Multiple Months
3. Monitor the Contra Costa Transportation Authority (CCTA) including efforts to implement Measure J.	
4. Monitor EBMUD and Contra Costa Water District projects and activities.	
5. Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, development of an ordinance regarding polystyrene foam food containers, monitor waste diversion initiatives, and water quality, supply and reliability, consistent with the Board of Supervisors adopted Delta Water Platform.	<ul style="list-style-type: none"> • Also See Referral #6

Referral	Status
6. Review and monitor the establishment of Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act.	<ul style="list-style-type: none"> Received report on drought resilience planning as required under Senate Bill 552 and reviewed application to the California Department of Water Resources for technical assistance through the County Drought Resilience Planning Assistance Program. March, October
7. Review issues associated with County flood control facilities.	
8. Monitor creek and watershed issues and seek funding for improvement projects related to these issues.	
9. Monitor the implementation of the Integrated Pest Management (IPM) policy.	<ul style="list-style-type: none">
10. Monitor the status of county park maintenance issues including, but not limited to, transfer of some County park maintenance responsibilities to other agencies and implementation of Measure WW grants and expenditure plan.	
11. Monitor and report on the East Contra Costa County Habitat Conservation Plan (HCP).	<ul style="list-style-type: none"> Received annual report and heard presentation from HCP staff on the status of the Plan July
12. Monitor the implementation of the County Complete Streets, Active Transportation, and Vision Zero Policies.	<ul style="list-style-type: none"> Discussed safety and Vision Zero issues providing direction to staff during the Annual Road Report July Received the Capital Road Improvement and Preservation Program(CRIPP) for fiscal year 2024/2025 to 2030/2031 October
13. Monitor and report on the Underground Utilities Program.	
14. Monitor implementation of the Letter of Understanding (LOU) with PG&E for the maintenance of PG&E streetlights in Contra Costa.	

Referral	Status
<p>15. Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and trucks that transport hazardous materials, the planned truck route for North Richmond; and the deepening of the San Francisco-to-Stockton Ship Channel.</p>	
<p>16. Monitor the Iron Horse Corridor Management Program.</p>	<ul style="list-style-type: none"> Discussed the need to address the need to accommodate the growing congestion and increased presence of faster electric vehicles on the Iron Horse Corridor and other popular multi-use facilities. <p>May, other months.</p>
<p>17. Monitor and report on the Contra Costa Transportation Authority's Integrated Transit Plan.</p>	
<p>18. Review transportation plans and services for specific populations and locations, including but not limited to Coordinated Human Services Transportation Plan for the Bay Area, CCTA East County Ferry Feasibility Study, Olympic Corridor Trail Connector Study Implementation, and the Contra Costa County Accessible Transportation Strategic Plan.</p>	<ul style="list-style-type: none"> Received updates on the Accessible Transportation Strategic Plan <p>Multiple</p> <ul style="list-style-type: none"> Received an update on the Olympic Corridor Trail Connector study and provided direction to staff. <p>December</p>
<p>19. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/ transportation network companies, and navigation apps.</p>	
<p>20. Monitor the statewide infrastructure bond programs.</p>	
<p>21. Monitor efforts at the State to revise school siting guidelines and statutes.</p>	
<p>22. Monitor issues related to docked and dockless bike share programs.</p>	

Referral	Status
23. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.	
24. Monitor the County's conversion to solar/distributed energy systems.	
25. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.	
26. Monitor development of a historic preservation ordinance	
27. Review and monitor Transportation Element development of the General Plan Update	<ul style="list-style-type: none"> • Received a comprehensive presentation on the Transportation Element of the updated General Plan. May



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-549

Agenda Date: 2/24/2025

Agenda #: 9.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: ADOPT the 2025 Transportation, Water, and Infrastructure Committee Calendar

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This is an annual administrative task of the Committee.

Referral Update:

The Committee should review and revise as appropriate and adopt the 2025 draft calendar.

Recommendation(s)/Next Step(s):

REVIEW and REVISE as appropriate, and ADOPT the 2025 Transportation, Water and Infrastructure Committee Calendar.

Fiscal Impact (if any):

None.



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Supervisor Candace Andersen, District II
Supervisor Diane Burgis, District III

2025 Meeting Schedule

DATE	Location*	TIME
February 24	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
March 24	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
April 28	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
May 12	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
June 23	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
July 28	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
August 25	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
September 29	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
October 27	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
November 24	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM
December 22	Remote Meeting ZOOM Physical Location TBD – <i>see agenda for details</i>	1:00PM

The Agenda Packets will be posted and emailed out prior to the meeting dates.

For Additional Information Contact:

John Cunningham, TWIC Staff
Direct Line: 925-655-291 || Main Transportation Line: 925-655-7209
John.Cunningham@dcd.cccounty.us



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-550

Agenda Date: 2/24/2025

Agenda #: 10.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: February 24, 2025

Subject: Communication, News, Miscellaneous Items of Interest to the Committee

Submitted For: TWIC

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: Jamar Stamps || Principal Planner | DCD

Contact: Jamar Stamps | (925) 655-2917

Referral History:

This is a standing item on the TWIC Agenda.

Referral Update:

1/6/2025: Bloomberg: *Why 'Personal Rapid Transit' Can't Compete With Regular Old Buses* - “Unfortunately, the idea of “personal rapid transit” has some big drawbacks”

January 2025: 2024 Bike East Bay: *East Bay Separated Bikeways Roundup* - Separated and/or protected bike lanes provide increased safety and comfort for bicyclists, increased safety for automobiles, and are the most effective way to increase bicycle usage.

January 2025: Mother Jones: *The Secret to a Better City Is a Two-Wheeler* - Now, politicians around the country have begun to realize that e-bikes could be even more transformative than EVs.

December 5, 2024: CityLab: *Kansas City Is a Microtransit Pioneer, and a Cautionary Tale* -It's about \$2 for a fixed-route bus passenger and \$20 to \$25 for IRIS, so roughly ten times as much. Microtransit is hugely subsidized because it isn't really cost-efficient.

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Don't Shrink the Bus

Could Tesla's Cybercab and similar smaller vehicles replace traditional trains and buses? Unfortunately, the idea of "personal rapid transit" has some big drawbacks.



An automated "personal rapid transit" vehicle in action at London's Heathrow airport in 2016. The airport boasts one of the world's only working PRT systems. *Photographer: Chris Ratcliffe/Bloomberg*

By [David Zipper](#)

January 6, 2025 at 5:00 AM PST

For many skeptics of public transportation, small is the next big thing.

Elon Musk, who once said that "public transport is painful, it sucks," unveiled a concept for an autonomous "Cybercab" in October – the Tesla CEO's latest take on what he's called "individualized mass transit." Each vehicle will have just two seats. The Vegas Loop, an earlier Musk-inspired, transit-like venture built by the Boring Company, deploys a fleet of human-driven Tesla cars (maximum passengers: three) in an underground tunnel beneath the Las Vegas Convention Center. Meanwhile, leaders of US cities like Atlanta and Arlington, Virginia, have envisioned fleets of little vehicles –

typically autonomous shuttles or aerial gondolas – that whisk people to and from major destinations in near-privacy, without a moment lost to gridlock.

Bloomberg CityLab

Can States Hit the Brakes on Runaway Roadbuilding?

Dutch Central Bank Restores Amsterdam’s ‘Ugliest Building’

Toyota Aims to Open Its Futuristic City in Japan This Year

NYC’s Subway Violence Deters Drive to Bring Workers Back to Office

The idea of shrinking mass transportation is tantalizing, particularly to those who bemoan the crowds involved with riding a bus or train. Mark Seeger, the CEO of Gldwys, a venture-backed startup building a network of autonomous pods in San Jose, California, has said that the Bay Area’s transit system is mired in “an economic death spiral because people don’t want to use it because the experience is terrible.”

Terrible or not, there are reasons that public transportation revolves around vehicles that can simultaneously transport dozens if not hundreds of passengers. Enticing though downsized conveyances might seem, they sacrifice immutable and substantial advantages – in efficiency as well as practicality – that result from going big.

Small-scale mass transportation is not a new concept. In the 1960s and ’70s, “personal rapid transit” – individual pods, each with four or six seats, traveling on dedicated guideways to select destinations – seemed like an antidote to creaky public transportation networks that were in decline nationwide. Compared to a familiar bus, PRT promised greater privacy, fewer delays and faster journeys (largely due to the elimination of cross traffic). Because they were designed to accommodate only a few passengers at a time, PRT pods avoided the rows of empty bus seats that indicate inefficiency to many casual observers (although not to transit professionals who note that many buses half-empty at noon will be full during the afternoon rush).

The Nixon administration approved a demonstration PRT project in Morgantown, West Virginia – a five-station network that opened in 1975 and remains in operation today, connecting the campuses of West Virginia University. “It was supposed to usher in a new age of public transit,” NPR’s All Things Considered observed in 2016. “It didn’t.”



A PRT vehicle at the Masdar Institute of Science and Technology in Abu Dhabi in 2011. *Photographer: Duncan Chard/Bloomberg*

That’s putting things mildly. Fifty years later, you can count on your fingers the number of PRT deployments worldwide, in places such as London’s Heathrow Airport, the UAE’s Masdar City, and Suncheon in South Korea. A key obstacle: the enormous cost of building the specialized tracks, often elevated, that PRT has historically required.

Now a new generation of believers – most of them hailing from the private sector – is again singing the praises of PRT. Adherents claim that newfangled versions, often using self-driving technology, can finally supplant traditional transit, in part because they do not require installing tracks.

Glydways, which describes itself as “transit, designed for riders,” won a contract last year to connect San Jose’s airport and central transit hub, a

decision described as a “repudiation” of traditional transit modes like buses and subways. Glydways intends to deploy six-seat autonomous pods running on at-grade guideways closed to other vehicles, such as cars or buses. The company is planning another deployment at Atlanta’s airport; the Georgia commissioner of transportation has called Glydways “a vision of the future for personal rapid transit.”

A plethora of other companies also offer transportation systems that, like the PRT systems of yore, move only a few people at a time. At a public cost of over \$50 million, Musk’s Boring Company built the Las Vegas Loop, a 2.4-mile, neon-lit tunnel beneath the Las Vegas Convention Center that is traversed by conventional Tesla Model X and Model Y vehicles. The Boring Company initially proposed autonomous shuttles holding up to 16 people; none materialized, but in October, Tesla showed off a prototype “Robovan” that could hold up to 20 passengers, with no details on possible production dates.



A (human-driven) Tesla negotiates the Las Vegas Loop. *Photographer: Bridget Bennett/Bloomberg*

Some futuristic small vehicles are airborne. Several suburban cities in the Dallas area are currently considering a network of capsules that would zip

over the sprawl below, partnering with a company called Whoosh that describes its product as a “gondola-like ride-hailing network” and is preparing a deployment in Queenstown, New Zealand. Swyft Cities, Whoosh’s US partner, said that the company “provides the ‘perfect Uber’ - fast, on-demand, nonstop trips with a great view.”

Minus the “great view,” that line sounds a lot like the pitch for microtransit, a trendy form of public transportation that allows passengers to summon a van that will pick them up and deliver them to their destination, with rides costing little more than a bus fare. Microtransit is now deployed in cities big (Los Angeles), mid-sized (Kansas City), and small (Sioux Falls, South Dakota).

Compared to autonomous pods or gondolas, American cities have far more experience with microtransit – and the results have been dubious at best. Moving passengers in a small vehicle may look efficient (“fewer empty seats!”) but providing the service can be astronomically expensive. Frank White, the leader of Kansas City’s transit agency, told me recently that the average per-passenger subsidy of the city’s microtransit program was ten times higher than for its fixed-route buses.

To be fair, some of microtransit’s high costs result from its on-demand structure, but much of it is due to the inherent inefficiency of small vehicles. A transit agency incurs barely any added expense when a third, twelfth, or fiftieth passenger boards a full-sized bus, but it must deploy a new van as soon as all of its handful of seats are occupied. Lower capacity increases a service’s capital costs (the vehicles that must be procured) as well its operating costs (expenses like staff, fuel, and maintenance). In economic terms, a bus offers economies of scale, while microtransit –like other mobility innovations reliant on small vehicles – does not.

In theory, autonomous PRT-like systems like Gladwys and Whoosh could be cheaper to operate than microtransit because they don’t have a driver. But removing transit’s human element opens a Pandora’s box of complications.

“Drivers perform many different services in terms of customer service, like answering questions, responding to incidents, or offering help if somebody

has a health crisis,” said Robert Goodspeed, a professor of urban planning at the University of Michigan. “There are many different social functions of having paid staff on the bus that contribute to the success of transit.”

Without a professional on board providing a measure of security, many passengers – especially women – could hesitate before stepping inside a small vehicle that gives no opportunity to move away from an unpleasant or menacing stranger.



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Autonomous pods and gondolas face other drawbacks, too. Their relative speed – often cited as a key selling point – relies on operating with their own right of way, on the ground or in the air. But providing that dedicated space comes at a substantial cost, either in terms of money (in the case of tunnels or gondolas, which require the installation of cables and platforms) or in street space (in the case of autonomous pods using asphalt that could otherwise accommodate larger vehicles). Compared to PRT-esque vehicles, Goodspeed said that bus rapid transit – standard-sized buses operating in their own lanes, with traffic signal preference – is often a far more efficient, if less flashy, use of public resources.

Furthermore, tunnels, aerial cables, and guideways can connect only a limited number of places, capping their utility across a sprawling city. “In an airport or Disney World, you have the density and institutional setup to justify the economics of these technologies,” said Goodspeed. “But can that technology be scaled to the geography of a typical US metro area? Absolutely not.”

And since the PRT network must remain limited, how will people travel to and from a station (the so-called “ first mile/last mile ” problem)? Enormous parking garages, which could be expensive eyesores? Traditional buses and

trains, which violate the essence of individualized mobility? As David Dayen noted in 2018 in the *Los Angeles Times*, the Boring Company’s Las Vegas Loop “fails to solve that fundamental challenge of all PRT systems.”

Considering these myriad drawbacks, the upsides of moving passengers inside a big metal box are immense. Because those vehicles can transport more people at once, they have a basic cost advantage that grows as ridership increases and the network expands. Smaller conveyances used in place of buses and trains inevitably require hefty subsidies, either from venture capital or public coffers. Such investments can conceal from users the real cost of a modest deployment, but one way or the other, someone has to pay. Those expecting to see the service expand are likely to be disappointed.

If you’re not yet convinced that larger vehicles are superior, consider how Tesla moves its workers between a transit stop and its nearby “Gigafactory” in Berlin, which opened in 2022. Elon Musk’s car company didn’t hire the Boring Company to dig a tunnel to accommodate cars or autonomous pods. Instead, Tesla leased a regular 120-seat train .

[Share feedback](#) 

2024 EAST BAY SEPARATED BIKEWAYS ROUNDUP

AUTHOR: BIKE EAST BAY

DATE: DECEMBER 23, 2024



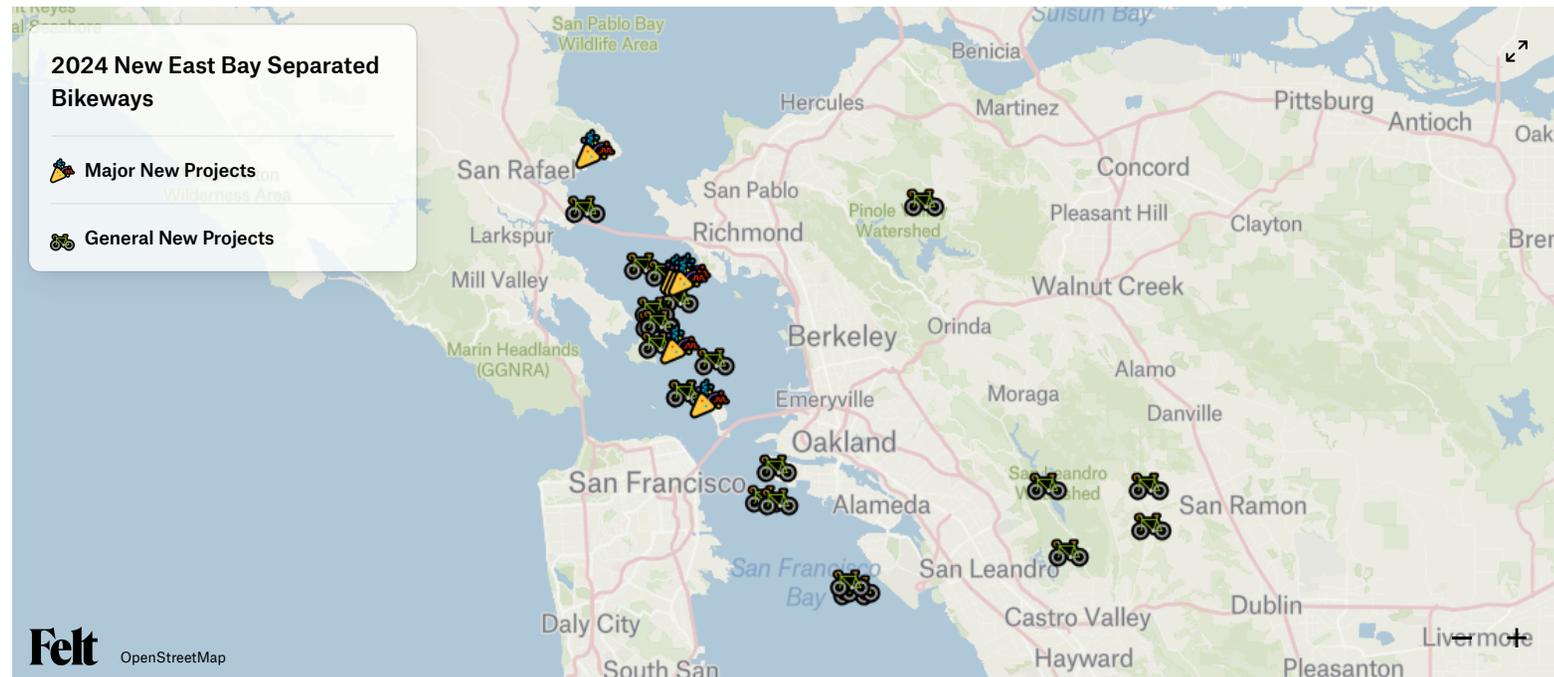
WE SET A NEW RECORD IN 2024 FOR EAST BAY SEPARATED BIKEWAYS, WITH 110 PROJECTS NOW INSTALLED IN TOTAL, INCLUDING 30 THIS YEAR BETWEEN 11 CITIES.

East Bay Separated Bikeways Completed Per Year



Separated bikeways (also known as protected or Class IV bikeways) are on or along a street, and have some sort of physical barrier between them and car traffic, not only paint. These are distinct from multi-use trails which have a shared right of way with pedestrians. Cities throughout California were not officially allowed to build separated bikeways until 2016!

Scroll around and click/tap on the map below for details on many of these projects, then go bike them yourself and let us know what you think. Photos as well as links to additional info and videos are found in some of the project descriptions on the map.



QUESTIONS ABOUT THESE OR OTHER PROJECTS? REACH OUR ADVOCACY TEAM FOR INFO BY EMAILING ADVOCACY@BIKEEASTBAY.ORG

Or click the button below to learn more about our other major campaigns (San Pablo Ave, East Bay Greenway, and Bay Area bike bridges) and sign up to receive email updates:

BIKE EAST BAY CAMPAIGNS

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THE BIG FEATURE

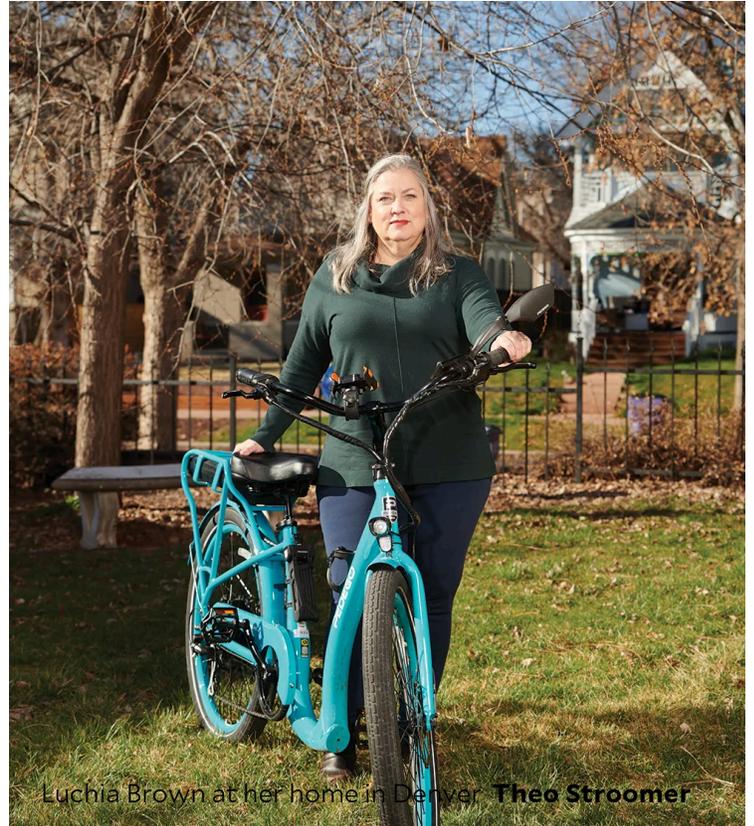
The Secret to a Better City Is a Two-Wheeler

E-bikes get cars off the road and reduce pollution—and that’s only part of why places like Denver are giving them away.

CLIVE

THOMPSON JANUARY+FEBRUARY

2025 ISSUE



Luchia Brown at her home in Denver. Theo Stroemer

Fight disinformation: Sign up for the free Mother Jones Daily newsletter and follow the news that matters.

Luchia Brown used to bomb around Denver in her Subaru. She had places to be. Brown, 57, works part time helping to run her husband’s engineering firm while managing a rental apartment above their garage and an Airbnb out of a section of the couple’s three-story brick house. She volunteers for nonprofits, sometimes offering input to city committees, often on transportation policy. “I’m a professional *good* troublemaker,” she jokes when we meet in her sun-soaked backyard one fine spring day.

She’s also an environmentally conscious type who likes the idea of driving less. Brown bought a regular bike years ago, but mainly used it just for neighborhood jaunts. “I’m not uber-fit,” she says. “I’m not a slug, but I’m not one of the warriors in Lycra, and I don’t really want to arrive in a sweat.”

Then, a couple of years ago, she heard Denver was offering \$400 vouchers to help residents purchase an e-bike—or up to \$900 toward a hefty “cargo” model that can haul heavier loads, including children. She’d considered an e-bike, but the city’s offer provided “an extra kick in the derriere to make me do it.”

She opens her garage door to show off her purchase: a bright blue Pedego Boomerang. It’s a pricey model—\$2,600 after the voucher—but “it changed my life!” she says. Nowadays, Brown thinks nothing of zipping halfway across town, her long dark-gray hair flying out behind her helmet. Hills do not faze her. Parking is hassle-free. And she can carry groceries in a crate strapped to the rear rack. She’d just ridden 4 miles to a doctor’s appointment for a checkup on a recent hip replacement. She rides so often—and at such speeds—that her husband bought his own e-bike to keep up: “I’m like, ‘Look, when you’re riding with me, it’s not about exercise. It’s about getting somewhere.’”

She ended up gifting the Subaru to her son, who works for SpaceX in Texas. The only car left is her husband's work truck, which she uses sparingly. She prefers the weirdly intoxicating delight of navigating on human-and-battery power: "It's joy."

Many Denverites would agree. Over the two years the voucher program—pioneering in scale and scope—has been in effect, more than 9,000 people have bought subsidized e-bikes. Of those, more than one-third were "income qualified" (making less than \$86,900 a year) and thus eligible for a more generous subsidy. People making less than \$52,140 got the most: \$1,200 to \$1,400. The goal is to get people out of their cars, which city planners hope will deliver a bouquet of good things: less traffic, less pollution, healthier citizens.

Research commissioned by the city in 2022 found that voucher recipients rode 26 miles a week on average, and many were using their e-bikes year-round. If even half of those miles are miles not driven, it means—conservatively, based on total e-bikes redeemed to date—the program will have eliminated more than 6.1 million automobile miles a year. That's the equivalent of taking up to 478 gas-powered vehicles off the road, which would reduce annual CO₂ emissions by nearly 190,000 metric tons.

Subsidizing electric vehicles isn't a new concept, at least when those vehicles are cars. President Barack Obama's 2009 American Recovery and Reinvestment Act offered up to \$7,500 to anyone who bought an electric car or light truck, capped at 200,000 per automaker. In 2022, President Joe Biden's Inflation Reduction Act created new and similar rebates without the caps. The US government has spent more than \$2 billion to date subsidizing EV purchases, with some states and cities kicking in more. Weaning transportation off fossil fuels is crucial to decarbonizing the economy, and EVs on average have much lower life-cycle CO₂ emissions than comparable gas vehicles—as little as 20 percent, by some estimates. In states like California, where more than 54 percent of the electricity is generated by renewables and other non-fossil fuel sources, the benefits are even more remarkable.

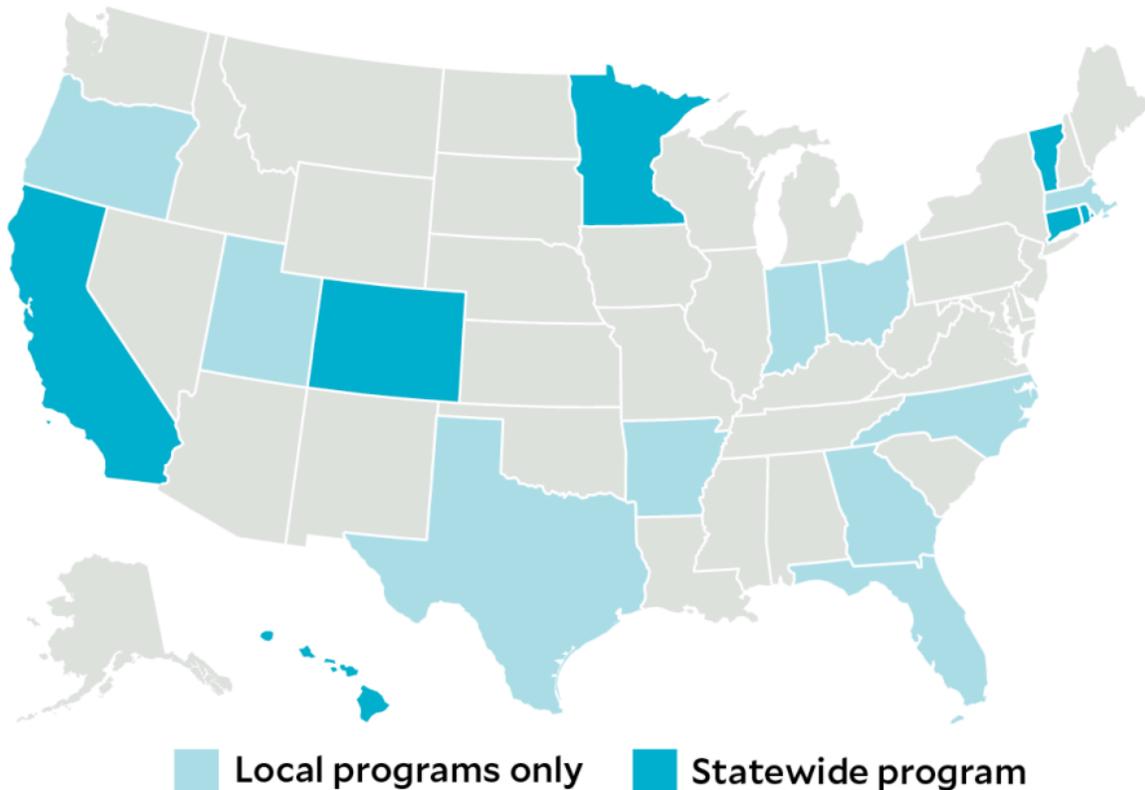
Now, politicians around the country have begun to realize that e-bikes could be even more transformative than EVs. At least 30 states and dozens of cities—from Ann Arbor, Michigan, to Raleigh, North Carolina—have proposed or launched subsidy programs. It's much cheaper than subsidizing electric cars, and though e-bikes can't do everything cars can, they do, as Brown discovered, greatly expand the boundaries within which people work, shop, and play without driving. Emissions plummet: An analysis by the nonprofit Walk Bike Berkeley suggests that a typical commuter e-bike with pedal assist emits 21 times less CO₂ per mile than a typical electric car (based on California's power mix) and 141 times less than a gas-powered car. And e-bikes are far less resource- and energy-intensive to manufacture and distribute.

Cities also are coming to see e-bikes as a potential lifeline for their low-income communities, a healthy alternative to often unreliable public transit for families who can't afford a car. And that electric boost gives some people who would never have considered bike commuting an incentive to try, thus helping facilitate a shift from car dependency to a more bikeable, walkable, livable culture.

In short, if policymakers truly want to disrupt transportation—and reimagine cities—e-bikes might well be their secret weapon.

17 states

had statewide or local government e-bike programs in 2024 with subsidies of \$200 or more.



Source: Portland State U

I'm an avid urban cyclist who rides long distances for fun, but I don't ride an electric. So when I landed in Denver in April, I rented a Pedego e-bike to see how battery power would affect my own experience of getting around a city.

Reader: It was delightful. Denver is flat-ish, but it's got brisk winds and deceptively long slopes as you go crosstown. There are occasional gut-busting hills, too, including one leading up to Sunnyside, the neighborhood where I was staying. Riding a regular bike would have been doable for an experienced cyclist like me, but the battery assist made longer schleps a breeze: I rode 65 miles one day while visiting four far-flung neighborhoods. On roads without traffic, I could cruise along at a speedy 18 miles an hour. The Cherry Creek bike trail, which bisects Denver in a southeast slash, was piercingly gorgeous as I pedaled past frothing waterfalls, families of ducks, and the occasional tent pitched next to striking pop art on the creekside walls. My Apple watch clocked a decent workout, but it was never difficult.



Author Clive Thompson (left) and Mike Salisbury ride together in Denver. **Theo Stoomer**

I did a lunch ride another day with Mike Salisbury, then the city’s transportation energy lead overseeing the voucher program. Tall and lanky, with a thick mop of straight brown hair, Salisbury wears a slim North Face fleece and sports a beige REI e-bike dusted with dried mud. He’s a lifelong cyclist, but the e-bike, which he’d purchased about two years earlier, has become his go-to ride. “I play tennis on Fridays, and it’s like 6 miles away,” he says, and he always used to drive. “It would never, ever have crossed my mind to do it on my *acoustic* bike.”

E-bikes technically date back to 1895, when the US inventor Ogden Bolton Jr. slapped an electric motor on his rear wheel. But for more than a century, they were niche novelties. The batteries of yore were brutally heavy, with a range of barely 10 miles. It wasn’t until the lithium-ion battery, relatively lightweight and energy-dense, began plunging in price 30 years ago that e-bikes grew lighter and cheaper. Some models now boast a range of more than 75 miles per charge, even when using significant power assist.

All of this piqued Denver’s interest. In 2020, the city had passed a ballot measure that raised, through sales taxes, \$40 million a year for environmental projects. A task force was set up to figure out how to spend it. Recreational cycling has long been a pastime in outdoorsy Colorado, and bike commuting boomed on account of the pandemic, when Covid left people skittish about ridesharing and public transit. E-bikes, the task force decided, would be a powerful way to encourage low-emissions mobility. “We were thinking, ‘What is going to reduce VMT?’—vehicle miles traveled—Salisbury recalls. His team looked at e-bike programs in British Columbia and Austin, Texas, asked dealers for advice, and eventually settled on a process: Residents would get a voucher code through a city website and bring it to a local dealer for an instant rebate. The city would repay the retailer within a few weeks.

A program was launched in April 2022 with \$300,000, enough for at least 600 vouchers. They were snapped up in barely 10 minutes, “like Taylor Swift fans flooding Ticketmaster,” Salisbury wrote in a progress report. His team then secured another \$4.7 million to expand the program. “It was like the scene in *Jaws*,” he told me: “We’re gonna need a bigger boat.” Every few months, the city would release more vouchers, and its website would get hammered. Within a year, the program had handed out more than 4,700 vouchers, two-thirds to income-qualified riders.



Mike Salisbury, former head of Denver’s e-bike voucher program **Theo Stroomer**

Denver enlisted Ride Report, an Oregon-based data firm, to assess the program’s impact: Its survey found that 65 percent of the e-bikers rode every day and 90 percent rode at least weekly. The average distance was 3.3 miles. Salisbury was thrilled.

The state followed suit later that year, issuing e-bike rebates to 5,000 low-income workers (people making up to 80 percent of their county’s median income). This past April, state legislators approved a \$450 tax credit for residents who buy an e-bike. Will Toor, executive director of the Colorado Energy Office, told me he found it very pleasant, and highly unusual, to oversee a program that literally leaves people grinning: “People love it. There’s nothing we’ve done that has gotten as much positive feedback.”

I witnessed the good cheer firsthand talking to Denverites who’d taken advantage of the programs. They ranged from newbies to dedicated cyclists. Most said it was the subsidy that convinced them to pull the trigger. All seemed fairly besotted with their e-bikes and said they’d replaced lots of car trips. Software engineer Tom Carden chose a cargo model for heavy-duty hauling—he’d recently lugged 10 gallons of paint (about 110 pounds) in one go, he told me—and shuttling his two kids to and from elementary school.

Child-hauling is sort of the ideal application for cargo bikes. I arrange a ride one afternoon with Ted Rosenbaum, whose sturdy gray cargo e-bike has a toddler seat in back and a huge square basket in front. I wait outside a local day care as Rosenbaum, a tall fellow clad in T-shirt and khakis, emerges with his pigtailed 18-month-old daughter. He straps her in and secures her helmet for their 2.5-mile trek home. “It’s right in that sweet spot where driving is 10 to 15 minutes, but riding my bike is always 14,” Rosenbaum says as we glide away. “I think she likes this more than the car, too—better views.”

The toddler grips her seatposts gently, head swiveling as she takes in the sights. Rosenbaum rides slowly but confidently; I’d wondered how drivers would behave around a child on a cargo bike, and today, at least, they’re pretty solicitous. A white SUV trails us for two long blocks, almost comically hesitant to pass, until I give it a wave and the driver creeps by cautiously. At the next stoplight, Rosenbaum’s daughter breaks her silence with a loud, excited yelp: There’s a huge, fluffy dog walking by.

E-bikes stir up heated opposition, too. Sure, riders love them. But some pedestrians, drivers, dog walkers, and “acoustic” bikers are affronted, even enraged, by the new kid on the block.

This is particularly so in dense cities, like my own, where e-bikes have proliferated. By one estimate, New York City has up to 65,000 food delivery workers on e-bikes. Citi Bike operates another 20,000 pay-as-you-go e-bikes, and thousands of residents own one. When I told my NYC friends about this story, probably half, including regular cyclists, blurted out something along the lines of, “I hate those things.” They hate when e-bikers zoom past them on bike paths at 20 mph, dangerously close, or ride the wrong direction down bike lanes on one-way streets. And they hate sharing crowded bikeways with tourists and inexperienced riders.

“You have to build” bike infrastructure first, notes one advocate. “If we’re going to wait for the majority of the population to let go of car dependency, we’re never going to get here.”

In September 2023 near Chinatown, a Citi Bike customer ran into 69-year-old Priscilla Loke, who died two days later. After another Citi Biker rammed a Harlem pedestrian, Sarah Pratt, from behind, Pratt said company officials insisted they weren’t responsible. Incensed, a local woman named Janet Schroeder co-founded the NYC E-Vehicle Safety Alliance, which lobbies the city for stricter regulations. E-bikes should be registered, she told me, and she supports

legislation that requires riders to display a visible license plate and buy insurance, as drivers do. This, Schroeder says, would at least make them more accountable. “We are in an e-bike crisis,” she says. “We have older people, blind people, people with disabilities who tell me they’re scared to go out because of the way e-bikes behave.”

Dedicated e-bikers acknowledge the problem, but the ones I spoke with also felt that e-bikes are taking excessive flak due to their novelty. Cars, they point out, remain a far graver threat to health and safety. In 2023, automobiles killed an estimated 244 pedestrians and injured 8,620 in New York City, while cyclists (of all types) killed eight pedestrians and injured 340. Schroeder concedes the point, but notes that drivers at least are licensed and insured—and are thus on the hook for casualties they cause.

Underlying the urban-transportation culture wars is the wretched state of bike infrastructure. American cities were famously built for cars; planners typically left precious little room for bikes and pedestrians, to say nothing of e-bikes, hoverboards, scooters, skaters, and parents with jogging strollers. Cars hog the roadways while everyone else fights for the scraps. Most bike lanes in the United States are uncomfortably narrow, don’t allow for safe passing, and are rarely physically separated from cars—some cyclists call them “car door lanes.” The paths winding through Denver’s parks are multimodal, meaning pedestrians and riders of all stripes share the same strip, despite their very different speeds.

Even in this relatively bike-friendly city, which has 196 miles of dedicated on-road bike lanes, riding sometimes requires the nerves of a daredevil. I set out one afternoon with 34-year-old Ana Ilic, who obtained her bright blue e-bike through the city’s voucher program. She used to drive the 10 miles to her job in a Denver suburb, but now she mostly cycles. She figures she clocks 70 miles a week by e-bike, driving only 10.

Her evening commute demonstrates the patchiness of Denver’s cycling network. Much of our journey is pleasant, on quieter roads, some with painted bike lanes. But toward the end, the only choice is a four-lane route with no bike lanes. Cars whip past us, just inches away. It’s as if we’d stumbled into a suburban NASCAR event. “This is the worst part,” she says apologetically.

The fear of getting hit stops lots of people from jumping into the saddle. But officials in many cities still look at local roadways and conclude there aren’t enough cyclists to justify the cost of more bike lanes. It’s the chicken-egg paradox. “You have to build it,” insists Peter Piccolo, executive director of the lobby Bicycle Colorado. “If we’re going to wait for the majority of the population to let go of car dependency, we’re never going to get here.”



E-bikes can be rented in Denver. The city also has a voucher program to subsidize e-bike purchases. **Theo Stroomer**

Advocates say the true solution is to embrace the “new urbanist” movement, which seeks to make cities around the world more human-scaled and less car-dependent. The movement contends that planners need to take space back from cars—particularly curbside parking, where vehicles sit unused 95 percent of the time, as scholar Donald Shoup has documented. That frees up room, potentially, for wider bike lanes that allow for safe passing. (New York and Paris are among the cities now embracing this approach.) You can also throw in “traffic calming” measures such as speed bumps and roads that narrow at intersections. One by-product of discouraging driving is that buses move faster, making them a more attractive commute option, too.

The Inflation Reduction Act initially included a program that could have put nearly 4.5 million e-bikes on the road. It was cut.

Cities worldwide are proving that this vision is achievable: In 2020, the mayor of Bogota added 17 permanent miles of bike lanes to the existing 342 and has plans for another 157. (Bogota and several other Colombian cities also close entire highways and streets on Sundays and holidays to encourage cycling.) Paris, which has rolled out more than 500 miles of bike lanes since 2001, saw a remarkable doubling in the number of city cyclists from 2022 to 2023—a recent GPS survey found that more people now commute to downtown from the inner suburbs by bicycle than by car. In New York City, where bike lane miles have quintupled over the past decade, the number of cyclists—electric and otherwise—has also nearly doubled.

Colorado has made some progress, too, says Toor, the Energy Office director. For decades, state road funds could only be used to accommodate cars, but in 2021, legislators passed a bill to spend \$5.4 billion over 10 years on walking, biking, and transit infrastructure—“because it’s reducing demand” on roadways, he explains. The transportation department also requires cities to meet greenhouse gas reduction targets, which is why Denver ditched a long-planned \$900 million highway expansion in favor of bus rapid transit and safer streets.

One critique of e-bike programs, ironically, involves the climate return on investment. Research on Swedish voucher programs found that an e-bike typically reduces its owner’s CO₂ emissions by about 1.3 metric tons per year—the equivalent of driving a gas-powered vehicle about 3,250 miles. Not bad, but some researchers say a government can get more climate bang for the subsidy buck by, for example, helping people swap fossil fuel furnaces for heat pumps, or gas stoves for electric. E-bike subsidies are “a pretty expensive way” to decarbonize, says economist Luke Jones, who co-authored a recent paper on the topic. That’s because e-bikes, in most cases, only replace relatively short car trips. To really slash vehicular CO₂, you’d need to supplant longer commutes. Which is clearly possible—behold all those Parisians commuting from the inner suburbs, distances of up to 12 miles. It’s been a tougher sell in Denver, where, as that 2022 survey found, only 5 percent of trips taken by voucher recipients exceeded 9 miles.

But the value of e-bikes lies not only, and perhaps not even principally, in cutting emissions. Cycling also eases traffic congestion and improves health by keeping people active. It reduces the need for parking, which dovetails neatly with another new urbanist policy: reducing or eliminating mandatory parking requirements for new homes and businesses, which saves space and makes housing cheaper and easier to build. And biking has other civic benefits that are hard to quantify, but quite real, Salisbury insists. “It has this really nice community aspect,” he says. “When you’re out riding, you see people, you wave, you stop to chat—you notice what’s going on in the neighborhoods around you. You don’t do that so much in a car. It kind of improves your mood.”

That sounds gauzy, but studies have found that people who ride to work do, in fact, arrive in markedly better spirits than those who drive or take transit. Their wellbeing is fueled by fresh air and a feeling of control over the commute—no traffic jams, transit delays, or hunting for parking. “It’s basically flow state,” says Kirsty Wild, a senior research

fellow of population health at the University of Auckland. Nobody has ascribed a dollar value to these benefits, but it's got to be worth something for a city to have residents who are less pissed off.

What would really make e-bikes take off, though, is a federal subsidy. The Inflation Reduction Act initially included a \$4.1 billion program that could have put nearly 4.5 million e-bikes on the road for \$900 a pop, but Democratic policymakers yanked it. Subsequent bills to roll out an e-bike tax credit have not made it out of committee.

92%

Reduction, since 2008, in the price of lithium-ion batteries, which e-bikes require

9 minutes

How long it took for Denverites to snap up the city's August batch of 220 e-bike vouchers

6.1 million

Estimated reduction in annual miles driven thanks to Denver's e-bike subsidy program

\$14.69

Cost, per 100 miles, of fueling a typical gas vehicle

\$0.22

Cost, per 100 miles, of charging a typical e-bike

\$12.3B

Federal expenditures on electric vehicle (and EV battery) manufacturing and tax credits. E-bikes have received nothing.

580 miles

of bike lanes have been built by NYC since 2014.

2.6 to 1

Bike commuters vs. car commuters in Paris

Sources: Energy.gov, City of Denver, JCT, White House, Walk Bike Berkeley, NYC DOT, Paris Region Institute

E-bike sharing companies are sometimes seen as gentrifiers, but Denver's experience shows that e-bikes can be more than just toys for the affluent. Take June Churchill. She was feeling pretty stressed before she got her e-bike. She'd come to Denver for college, but after graduating had found herself unemployed, couchsurfing, and strapped for cash. Having gender-transitioned, she was estranged from her conservative parents. "I was poor as shit," she told me. But then she heard about the voucher program and discovered that she qualified for the generous low-income discount. Her new e-bike allowed her to expand her job search to a wider area—she landed a position managing mass mailings for Democratic campaigns—and made it way easier to look around for an affordable place to live. "That bike was totally crucial to getting and keeping my job," she says.

It's true that e-bikes and bikeshare systems were initially tilted toward the well-off; the bikes can be expensive, and bikeshares have typically rolled out first in gentrified areas. Denver's answer was to set aside fully half of its subsidies for low-income residents.

Churchill's experience suggests that an e-bike can bolster not only physical mobility, but economic mobility, too. Denver's low-income neighborhoods have notoriously spotty public transit and community services, and, as the program's leaders maintain, helping people get around improves access to education, employment, and health care. To that point, Denver's income-qualified riders cover an average of 10 miles *more* per week than other voucher recipients—a spot of evidence Congress might contemplate.

But there are still some people whom cities will have to try harder to reach. I ride one morning to Denver's far east side, where staffers from Hope Communities, a nonprofit that runs several large affordable-housing units, are hosting a biweekly food distribution event. Most Hope residents are immigrants and refugees from Afghanistan, Myanmar, and other Asian and African nations. I watch as a procession of smiling women in colorful wraps and sandals collect oranges, eggs, potatoes, and broccoli, and health workers offer blood-pressure readings. There's chatter in a variety of languages.

Jessica McFadden, a cheery program administrator in brown aviators, tells me that as far as her staff can tell, only one Hope resident, a retiree in his 70s named Tom, has snagged an e-bike voucher. The problem is digital literacy, she says. Not only do these people need to know the program exists, but they also have to know when the next batch of vouchers will drop—and pounce. But Hope residents can't normally afford laptops or home wifi—most rely on low-end smartphones with strict data caps. Add in language barriers, and they're generally flummoxed by online-first government programs.

Tom was able to get his e-bike, McFadden figures, because he's American, is fluent in English, and has family locally. He's more plugged in than most. She loves the idea of the voucher program. She just thinks the city needs to do better

on outreach. Scholars who've studied e-bike programs, like John MacArthur at Portland State University, recommend that cities set up lending libraries in low-income areas so people can try an e-bike, and put more bike lanes in those neighborhoods, which are often last in line for such improvements.

In Massachusetts, the nonprofit organizers of a state-funded e-bike program operating in places like Worcester, whose median income falls well below the national average, found that it's crucial to also offer people racks, pannier bags, and maintenance vouchers.

As I chat with McFadden, Tom himself suddenly appears, pushing a stroller full of oranges from the food distro. I ask him about his e-bike. He uses it pretty frequently, he says. "Mostly to shop and visit my sister; she's over in Sloan Lake"—a hefty 15 miles away. Then he ambles off.

McFadden recalls how, just a few weeks earlier, she'd seen him cruising past on his e-bike with his oxygen tank strapped to the back, the little plastic air tubes in his nose. "Tom, are you sure you should be doing that?" she'd called out.

Tom just waved and peeled away. He had places to be.

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Kansas City Looks Back on its Long, Costly Ride With Microtransit

Since 2016, the Kansas City Area Transportation Authority has offered door-to-door trips from on-demand shuttles. Here's what the transit operator has learned.



In 2017, Kansas City Area Transportation Authority president and CEO Robbie Makinen launched RideKC Freedom, an earlier microtransit program. *Photographer: Keith Myers/Kansas City Star/Tribune News Service via Getty Images*

By [David Zipper](#)

December 5, 2024 at 5:00 AM PST

Few innovations in public transportation are trendier – or more controversial – than microtransit: on-demand shuttles that ferry passengers from origin to destination and cost little more than a bus fare.

For passengers, the appeal is clear. Who wouldn't leap at the chance to take a door-to-door trip that is far cheaper than hailing an Uber? Advocates claim microtransit can bring people to public transit who would never otherwise consider it, while critics question the scalability of a service that can require eye-watering subsidies.

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Few places have more microtransit experience than Kansas City, Missouri. In 2016, the Kansas City Area Transportation Authority became a pioneer when it partnered with Bridj, a now-defunct startup, to introduce on-demand shuttle trips. That experiment ended a year later, but it was quickly replaced by a similar app-based service called RideKC Freedom On Demand; now, Kansas Citians can request rides on IRIS, a microtransit program funded by local municipalities and managed by KCATA. Most IRIS fares are \$3. (Since 2020, regular bus service in Kansas City has been free.)

Meanwhile, public officials across the US and beyond continue jumping aboard the bandwagon: Microtransit has been deployed in big cities like Los Angeles as well as smaller ones like Sioux Falls, South Dakota. In some towns, such as Wilson, North Carolina, on-demand van service has replaced buses entirely.

CityLab contributor David Zipper spoke with KCATA CEO Frank White III to discuss how Kansas City's microtransit experience can inform the mobility decisions of public officials elsewhere. Their conversation has been edited for clarity and concision.

KCATA is one of the first transit agencies in the US to adopt microtransit. What spurred the agency's initial interest, and what were its goals?

When I came to the organization in 2016, our previous CEO had just done an agreement with Bridj. I think my predecessor was trying to push the envelope and really redefine what public transit was. With Bridj you could use an app to hail a ride, which made it kind of hip and sexy. To get to the crux of the matter, it wasn't a bus.

Bridj had challenges, particularly because we at KCATA couldn't get data from trips or control where vehicles would be deployed. Bridj left in 2017 and our current microtransit service, which is publicly managed, is called IRIS. Cities across the region contract with us to provide service.

I think the original hope was that if microtransit could be super innovative, it would make more people ride transit. But microtransit really isn't new. It's basically Dial-a Ride, which has been around for decades.

Can you explain the IRIS user experience?

You download the IRIS app, and then you use it to request a trip. One of the IRIS shuttles – there are a little more than 30 of them – will pick you up, although you may have to walk a few hundred feet to the pickup location.

You can request trips anywhere in Kansas City and also a few Missouri suburbs like Gladstone and Blue Springs, but IRIS doesn't go into the state of Kansas. The coverage area is divided into zones, and trips cost \$3 within a zone or \$4 if it's an adjacent zone, unless you're going to a transit hub, in which case it's free. A few destinations cost more, like the airport which is \$10.

Online, I've seen people complain about IRIS wait times that extend over an hour, or trip requests that are rejected outright. How long does it typically take to summon a vehicle?

You're not supposed to wait longer than 25 or 30 minutes, but it can be longer. That's a function of having limited operators and vehicles. Making those wait times briefer and more consistent would require a lot more resources.

How much is the average public subsidy for a fixed-route bus passenger trip versus an IRIS microtransit trip?

It's about \$2 for a fixed-route bus passenger and \$20 to \$25 for IRIS, so roughly ten times as much. Microtransit is hugely subsidized because it isn't really cost-efficient. You have a lot fewer passengers, but you're still paying someone to operate the vehicle, which is around 70% of variable costs.

Could someone take IRIS for a trip within downtown Kansas City, even though there's lots of fixed-route bus service there?

Yes. You're free to do so.

Why allow that? It seems inefficient and duplicative with full-sized buses.

That's based on a contract with the city. We're a contractor to the client.

To what extent does Kansas City's microtransit program improve upon fixed-route bus service?

It depends on where you are. In my opinion, the tradeoff in transit is always between frequency and coverage of service. If you're going to have frequent bus service in the core, then I don't think you should have microtransit there, because it's expensive to provide. No matter how well it works, it just can't move as many people as fixed-route bus service.

I joke that it's called "micro" for a reason, because it raises costs whenever you use it. So you want to be very intentional about how you deploy it. Microtransit can't be everywhere.

I wonder if microtransit is conceptually seductive because it implies residents can have their cake and eat it too: They can get the point-to-point, on-demand experience of ridehail for the low price of a bus ride.

Seductive is a great word. People assume that because it's a public service, you can get as much of it as you want. No, you can't. It doesn't work that way. There's only so much money.

Where can microtransit work best?

It works best in less dense areas. You could use it in rural areas where there is no fixed route service at all, or you could use it as a feeder system to nearby buses – but then the whole system has to be correlated, which can be challenging.

Microtransit might also be a useful way to gauge demand for future bus service. A goal of IRIS was to create demand for public transit service so that one day we could put fixed-route bus service there. If we look at a place like Platte County, a suburb to the north, and see a ton of microtransit activity, that tells us there may be potential for more fixed-route service down the line.

Have you created any new bus lines based on those kinds of microtransit insights?

No, not yet.

What do you wish people understood about operating microtransit?

People should understand that it's not necessarily more efficient than fixed-route bus trips – or even streetcar trips, for that matter.

Great cities have great transit. If people choose not to drive, they should be able to move around with some degree of freedom and flexibility. I think microtransit gives that to some degree, but it has to be tied to a system of fixed-route service.

Are there labor issues with microtransit?



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Yes. Our bus system is operated with union workers, but IRIS is done through a contractor that isn't unionized. IRIS operators have been paid less. Now there's a unionization effort underway among IRIS workers. I have no problem with that – it's their right, and I'm pro-labor. It'll be interesting to see what happens, because if they form a union, it could become more expensive to provide the service.

What does the future hold for microtransit in Kansas City?

I don't think we're going to have more microtransit service. Now that local officials have seen it in action, many are realizing that we can't afford to provide point-to-point transportation all across the region.

I think we'll see more strategic use of microtransit, focusing on less dense areas and connecting with our fixed-route buses. Maybe instead of taking microtransit from a suburb all the way to the airport, people can take microtransit to a bus line that will bring them to the airport. That kind of a feeder system is more efficient.

Do you think the excitement around microtransit will last?

I think there will be less hype about microtransit in the future. I expect more people will accept reality about what it can and can't do. In my opinion, we'll see a shift back toward buses because they just move more people – even if they're not as “cool” as microtransit.

The smart transit agencies are going to quit trying to be all things to all people. If they have microtransit, they'll say “this is where we will use it, and this is where we won't.” They're not going to put a square peg in a round hole.

The transit industry is so eager for acceptance and popularity. Instead of that, let's just do the best thing for our riders. Let's do what works. Sometimes the best innovation is just being on time.

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