

## Meeting Minutes - Draft

### CONTRA COSTA COUNTY Transportation, Water & Infrastructure Committee

Supervisor Diane Burgis, Chair  
Supervisor Candace Andersen, Vice Chair

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Monday, March 11, 2024

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

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

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#### ZOOM LINK

<https://cccounty-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.

**Staff Present:** John Cunningham | TWIC Staff

**Attendees:** Raquel Caicedo, Maureen Toms, John Kopchik, Ryan Hernandez, Mark Watts, Alicia Nuchols, Jamar Stamps, Jill Ray, Jody London, Will Nelson, Cheryl Sudduth, Emily Groth, Jocelyn LaRocque, Matt Slattengren, Todd Fitzsimmons

**Present:** Candace Andersen and Diane Burgis

2. CONSIDER electing a committee member to the offices of Chair and Vice Chair for 2024.

***The Committee APPOINTED Supervisor Burgis as TWIC Chair and Supervisor Andersen as Vice Chair for 2024.***

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).

***No public comment.***

4. REVIEW record of meeting for the December 18, 2023 Transportation, Water, and Infrastructure Committee Meeting.

**Attachments:** [12.18.23 Meeting Minutes Final](#)

***The Committee unanimously ACCEPTED the December TWIC meeting Record.***

5. RECEIVE presentation on drought resilience planning for state small water systems and domestic well communities as required under Senate Bill 552 and application to the California Department of Water Resources for technical assistance through the County

Drought Resilience Planning Assistance Program and DIRECT staff as appropriate.

**Attachments:** [SB 552 County DRP Final update](#)

*The Committee ACCEPTED the update and DIRECTED staff to promote transparency with community about future plans and to draw the attention of lawmakers to communities with limited income/resources. Additionally, staff was requested to provide an updated list of small water operators.*

*No public comment.*

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

**Attachments:** [Measure X Progress Report 2023 Year End](#)  
[CCTA Accessibility Workshop Flyer](#)  
[Senate Bill 925-MTC Regional Measure](#)  
[Mark W: TWIC March 2024 Report](#)  
[TWIC - Legislative Tracking List \(3-5-24\)](#)  
[Legislative Affairs Secretary Christy Bouma to Depart, New](#)  
[Legislative Affairs Secretary Appointed California Governor](#)  
[3-6-24LAO-Overview-Climate-TransportationBudgetSolutions](#)

*The Committee ACCEPTED the report and DIRECTED staff to bring to a district by district summary of legislative position changes to a future meeting.*

*No public comment.*

7. CONSIDER referrals to the Committee for 2024, REVISE as necessary, and DIRECT staff to bring the list to the Board of Supervisors for approval

**Attachments:** [TWIC Referrals 2024 - DRAFT](#)

*The Committee ACCEPTED the referrals for 2024 with the addition of "Monitor development of a historic preservation ordinance", "Review and monitor Transportation Element development of the General Plan Update", and DIRECTED staff to provide an update/report on Referral #5.*

*The Committee discussed the Iron Horse Corridor Management Program standing referral and the trail separation effort relative to park dedication funds and San Ramon Bollinger Overpass Project with a request for ongoing updates.*

*No public comment.*

8. REVIEW Status Report on 2023 referrals to TWIC and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

**Attachments:** [2023 TWIC Referral Report](#)

*The Committee ACCEPTED the report and DIRECTED staff to place the item on an upcoming Board of Supervisors agenda (consent).*

*No public comment.*

9. REVIEW and REVISE as appropriate, and ADOPT the 2024 Transportation, Water, and

Infrastructure Committee Calendar.

**Attachments:** [2024 Calendar](#)

*The Committee ADOPTED the 2024 meeting calendar and DIRECTED staff to coordinate with District offices to schedule an alternative date in November to accommodate the Veteran's Day holiday.*

*No public comment.*

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

**Attachments:** [March 5 2024 RTPC Memo\\_Final](#)

*The Committee RECEIVED the communication and news.*

*No public comment.*

**ADJOURN** until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, April 8, 2024 at 9:30am.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

For Additional Information Contact:



## Meeting Minutes - Draft

# CONTRA COSTA COUNTY Transportation, Water & Infrastructure Committee

Supervisor Candace Andersen, Chair  
Supervisor Diane Burgis, Vice Chair

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Monday, December 18, 2023

10:00 AM District 2 Office: 309 Diablo Rd. Danville, CA  
94526 |

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

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### ZOOM LINK

<https://cccounty-us.zoom.us/j/82864391047>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

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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.

**Staff Present:**

John Cunningham, TWIC Staff

**Attendees:**

Raquel Caicedo, Maureen Toms, John Kopchik, Jerry Fahy,  
Alicia Nuchols, Jamar Stamps, Robert Sarmiento, Jody London,  
Jeff Valeros, Mark Watts, Jennifer Quallick, Lia Bristol, Peter  
Meyers, Doug Bleakly, Emily Warming, Jan Warren, Patt Young,  
Richard Diaz

**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 record of meeting for the November 13, 2023 Transportation, Water, and Infrastructure Committee meeting.

**Attachments:** [TWIC Meeting Minutes 13-Nov-2023](#)

*The Committee Accepted the Meeting Record*

4. RECEIVE update on the Olympic Corridor Trail Connector Study and provide COMMENT and DIRECTION to staff as appropriate.

**Attachments:** [07.01.15 - TWIC Staff Report on Olympic Corridor Trail Connector Study](#)

*The Committee ACCEPTED the update and DIRECTED staff to review the ability to use park dedication and livable community funding towards project development, collaborate with Public Works and the Contra Costa Transportation Authority as necessary, and to meet directly with District 2 to discuss other approaches to accelerate project development. Subsequent to the December TWIC meeting Public Works submitted a RAISE grant, and County staff initiated coordination with the Contra Costa Transportation Authority and the cities of Walnut Creek and Lafayette.*

*Caller asked to provide brief context and clarification of the study.*

5. CONSIDER proposed Caltrans Sustainable Transportation Planning Grant application

*DIRECTED staff to re-submit the grant and place on BOS Consent Calendar.*

*No public comment.*

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

**Attachments:** [MW - December Leg Report](#)  
[State Net Legislative Tracking Table \(12-11-23\)](#)  
[MW - Dec 2023 Budget Memo](#)  
[DOF Budget Letter 12-12-23](#)  
[Updated\\_Big Three\\_Revenue Outlook \[LAO Forecast, EconTax Blog\].pdf](#)

*Committee ACCEPTED the report.*

*Relative to the Accessible Transportation Strategic Plan update the Committee supported the careful weighing of the benefits offered by either a nonprofit or public sector based coordinating entity in a transparent manner. Comments from the Committee underscored their endorsement of collaboration with both non-profits and government agencies, expressing concern about over-reliance on any single entity for the program's success. They emphasized the critical importance of establishing robust internal infrastructure to support the program effectively.*

*Relative to the budget and the transit "fiscal cliff", the Committee directed staff to extend invitations to transit leadership if necessary to strengthen our legislative endeavors.*

*No public comment.*

7. RECEIVE communication, news, miscellaneous items of interest to the Committee and DIRECT staff as appropriate.

**Attachments:**

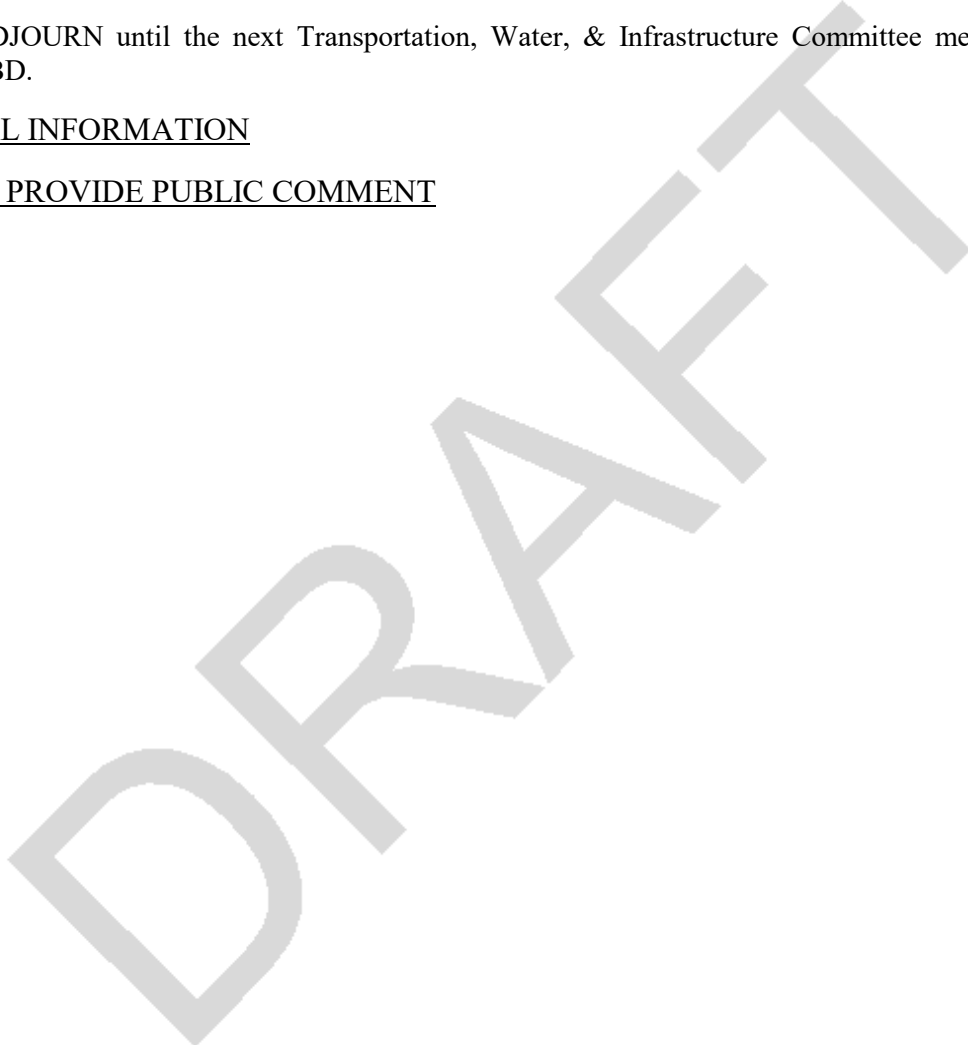
- [Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force - CalSTA](#)
- [Seamless Bay Area Five Years Later](#)
- [Why 2023 was the year of the e-bike and not the self-driving car](#)
- [L.A.'s notoriously grim bus stops will start getting shelter in 2024](#)
- [Urbanize LA](#)
- [Contra Costa County to install 28-mile micro-transit system with autonomous vehicles - ABC7 San Francisco](#)

***The Committee RECEIVED the communication and news.***

8. ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on TBD.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT



# County Drought Resilience Plan

Senate Bill 552

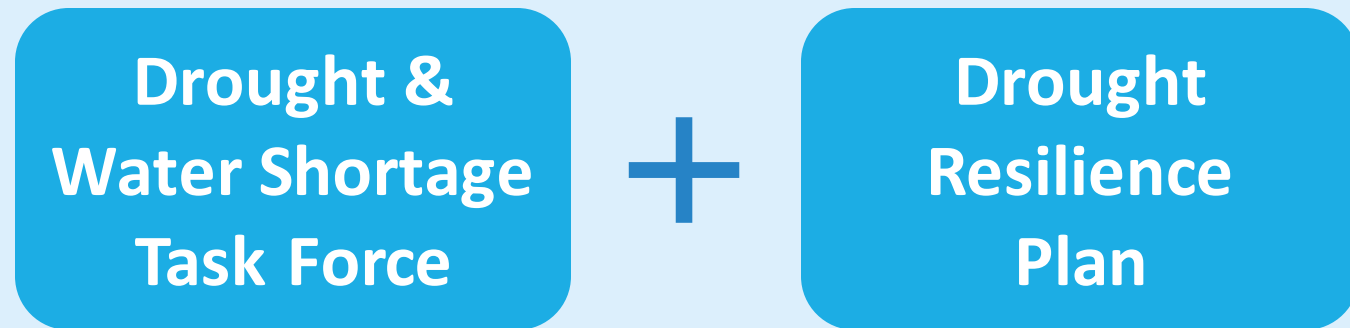
Transportation, Water & Infrastructure Committee

March 11, 2024

# Senate Bill 552 (2021)

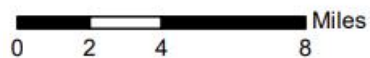
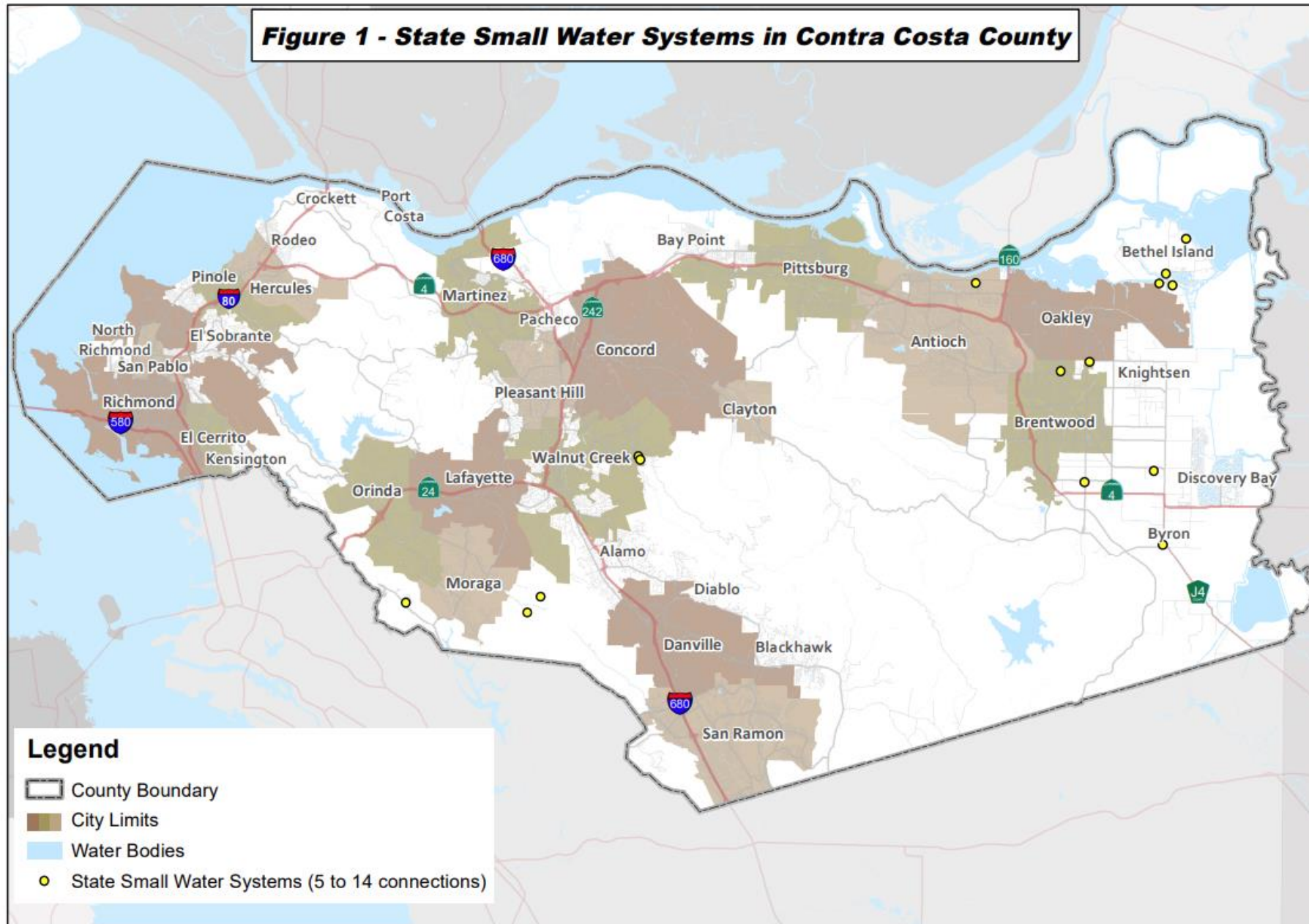
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- Addresses gaps in local and state water management for drought resiliency and water shortage preparedness
- County responsibilities apply to **state small water systems** (state smalls), which serve 5 to 14 connections, and **domestic wells**, which serve four or less connections, within the county's jurisdiction
- Requirements for counties:





**Figure 1 - State Small Water Systems in Contra Costa County**



Map Created 2/29/2024  
 by Contra Costa County Department of  
 Conservation and Development, GIS Group  
 30 Muir Road, Martinez, CA 94553  
 37:59:41.791N 122:07:03.756W

This map was created by the Contra Costa County Department of Conservation and Development with data from the Contra Costa County GIS Program. Some base data, primarily City Limits, is derived from the CA State Board of Equalization's tax rate areas. While obligated to use this data the County assumes no responsibility for its accuracy. This map contains copyrighted information and may not be altered. It may be reproduced in its current state if the source is cited. Users of this map agree to read and accept the County of Contra Costa disclaimer of liability for geographic information.



# County Drought Task Force

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- Each county must establish a standing drought and water shortage task force to facilitate drought and water shortage preparedness for state smalls and domestic wells.
- Must solicit membership from:
  - State governments
  - Local governments, including groundwater sustainability agencies
  - Community-based organizations
  - Local water suppliers
  - Local residents



# Drought Resilience Plan

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- Includes potential drought and water shortage **risks** and **proposed interim and long-term solutions**
- Can be stand-alone document or included as an element of an existing plan
- Must consider the following at a minimum:
  - Consolidations for existing water systems and domestic wells
  - Domestic well drinking water mitigation programs
  - Provision of emergency and interim drinking water solutions
  - Analysis of implementation steps
  - Analysis of local, state, and federal funding sources available for implementation
- No mandated timeline
- Looking to align with other County plans

# Example Mitigation Strategies

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- Direct support
  - Interim hauled or bottled water service, water quality testing, water treatment systems, or measurement of well levels
- Accessible information, guidance, and tools to support water system improvement projects, long-term well maintenance, outage reporting, and interim drinking water requests
- Encourage and facilitate voluntary consolidation where appropriate and desired by all water systems involved
- Advocacy for additional funding
- When funds are available, may provide technical and financial support retrofitting wells and pumps, drilling new or deeper wells, or installing water treatment systems
- Consider updating well permit and land use policies
- Monitoring and tracking to evaluate current conditions
- Coordination with local agencies, such as groundwater sustainability agencies



# County Progress

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- Standing up an internal working group of County staff from the departments of Conservation and Development, Public Works, Health, Agriculture, and Office of Emergency Services that has been meeting regularly
- Applied to County Drought Resilience Planning Assistance Program for Direct Technical Assistance (TA) on February 26, 2024
  - \$125,000 of Stantec (Dept. of Water Resources' TA provider) staff time
  - TA will provide logistic support for Task Force and support for developing the Drought Resilience Plan
  - Internal working group is in the process of scheduling an intake call with the Dept. of Water Resources and Stantec
- Developing Task Force membership list
  - State Water Resources Control Board, Delta Stewardship Council, water and irrigation districts, groundwater sustainability agencies, and school non-transient non-community water systems
  - Who else?





# Thank you!

Contact Ryan Hernandez with any questions.

[Ryan.Hernandez@dcd.cccounty.us](mailto:Ryan.Hernandez@dcd.cccounty.us)

925-655-2919



# MEMORANDUM

**To:** Rashida Kamara, CCTA,  
Contra Costa County Board of Supervisors c/o  
Transportation, Water, and Infrastructure Committee

**From:** Nelson\Nygaard

**Date:** January 8, 2024

**Subject:** Q3 and Q4 2023 (Cycle 2) Measure X Progress Report

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## Strategies Addressed in Cycle 2 to Date

All four Cycle 1 tasks have continued into Cycle 2. Activities undertaken for tasks 1 through 3 directly align with strategies proposed for Cycle 2. For more information on the strategies in Cycle 2, see Attachment 1. All activities are derived from the Accessible Transportation Strategic Plan (ATSP).

## Strategy 1: Improve Connectivity Between Paratransit Programs/Eliminate Transfer Trips. (Cycle 1 Task 2: One Seat Ride Program Expansion and Enhancement)

**Funding Sources:** Measure X and CCTA Measure J

**In-Kind:** CCTA and County Staff time

### Noteworthy Activities

CCTA staff and the consultant team have worked extensively with the existing one seat ride (OSR) pilot operators (County Connection, Tri Delta Transit, and WestCAT) and potential expansion partners to design an expanded OSR program with a medical trip pilot in West County. The proposed West County pilot meets several ATSP strategies: 1 – Improve connectivity between paratransit programs/eliminate transfer trips; 2 – Same-day trip programs (including wheelchair-accessible service); 4 – Service beyond ADA service areas.

- Expansion of existing Contra Costa OSR pilot is the subject of ongoing communication, discussion, and negotiations with AC Transit/East Bay Paratransit
- **West County Medical Trip Pilot**

- Developed cost estimates and program parameters collaboratively with WCCTAC, CCTA, the City of San Pablo, and the County
- Provided support and coordination with WCCTAC and the City of San Pablo for program development
- Provided support to finalize program design with the City of San Pablo
- Provided support and coordination with the City of San Pablo and WCCTAC for funding approvals and program design approval
- Provided marketing materials to the City of San Pablo for advertisement of the program
- Estimated launch is late Q1 2024

## **Strategy 11: One Call/One Click (Cycle 1 Task 3: One Call/One Click)**

**Funding Sources:** Measure X and CCTA Measure J

There was staff discussion of the topics, but the One Call/One Click (OC/OC) task will begin as part of Cycle 2 in 2024. Staff has been focusing on implementing the Coordinated Entity task. The decision to pause the OC/OC task was deliberate, there is currently no staff or consultant capacity to initiate this task which is operationally complex requiring significant staff time, consultant expertise, and substantial consultation with public transit operators and CBOs.

## **Strategy 14: Travel Training**

**Funding Sources:** Measure X and CCTA Measure J

Strategy 14: Travel Training is a new strategy being implemented in Cycle 2. Specific activities include:

- Staff and consultant discussions about the design and scope of travel training
- Staff coordination with transit agencies

## **Strategy 20: Means-Based Fare Subsidy for low-income populations. (Cycle 1 Task 1: User-Side Subsidies)**

**Funding Sources:** Measure X and CCTA Measure J

**In-Kind:** CCTA and County Staff time



## Noteworthy Activities

CCTA staff and the consultant team previously did background research on means-based fare programs and created pilot parameters. Specific activities include:

- Selection of County Connection and WestCAT as new partners for means-based fare programs
- Demand and cost estimates for County Connection and WestCAT's means-based fare subsidy programs
- Creation of administrative and operations parameters for County Connection and WestCAT's means-based fare pilots
- Coordination meetings between County Connection, WestCAT, Tri Delta Transit, CCTA staff, and the consultant team to prepare for pilots
- Creation of engagement materials for two new means-based fare subsidy programs
- Ongoing support for Tri Delta Transit's East County Low Income Ticket Program
- Updates provided to the ATSP Task Force and Working Group

## Task 4: Establishment of Coordinating Entity (CE)

**Funding Sources:** Measure X and CCTA Measure J

**In-Kind:** CCTA and County Staff time

## Noteworthy Activities

Staff and the consultant teams have worked on establishing an Advisory Committee, the CE structure and office. Specific activities include:

- Drafted roles and responsibilities for the CE and Office of Accessibility and Equity advisory committee
- Drafted bylaws for the Office of Accessibility and Equity advisory committee
- Worked with non-profit consultant to continue working on establishing a CE
- Posted job position for OAE program manager
- Hired OAE program manager
- Updated the ATS Working Group and Task Force and conducted outreach to impacted organizations.

## Measure X Expenditure and Invoices

The Funding Memorandum of Understanding between County of Contra Costa and the CCTA for the Implementation of the Accessible Transportation Strategic Plan includes a Payment

## Q4 2022 Measure X Progress Report

CCTA

Schedule as following. CCTA submitted a request for Payment 1 in the amount of \$280,000 on November 4, 2022.

### **Payment Schedule:**

*Payment 1: 20% of Measure X funds will be paid within 60 days of receipt of an invoice and supporting documentation establishing that the MOU has been approved by both parties.*

*Payment 2: 20% will be paid within 60 days of receipt of an invoice and supporting documentation establishing that the means-based user side subsidy pilot program is approved by the CCTA Board and is operational. (Task 1)*

*Payment 3: 20% will be paid within 60 days of receipt of an invoice and supporting documentation establishing that the One Call/One Click strategy has been approved by the CCTA Board. (Task 2)*

*Payment 4: 20% will be paid within 60 days of receipt of an invoice and supporting documentation establishing that the Board of Supervisors and CCTA have approved the Coordinating Entity recommendation in accordance with Schedule 1. (Task 3)*

*Payment 5: 20% will be paid within 60 days of receipt of an invoice and supporting documentation verifying that the one-seat-ride funding parameters in Schedule 1 can be or will have been met. (Task 4)*

# Attachment 1

## Background

The Accessible Transportation Strategic (ATS) Plan defines how Contra Costa will improve transportation options for older adults, persons with disabilities, and veterans. The ATS Plan was collaboratively developed over several years in consultation with elected officials, non-profit based advocates, users of the system, and planning/operations staff. This effort was jointly conducted by the Contra Costa Transportation Authority (CCTA) and Contra Costa County with oversight provided by a Policy Advisory Committee (PAC) and Technical Advisory Committee. The Board of Supervisors approved the ATS Plan on March 9, 2021 as did CCTA shortly thereafter.

Consistent with the recommendations of ATS Plan, the details and timing of implementation activities will be governed by a newly formed Task Force (another recommendation of the ATS Plan) which had its first meeting on October 21, 2021. The Task Force has a similar composition to the PAC with elected officials, advocates, users of the system, etc.

## Measure X Goal

The County's Accessible Transportation Strategy falls under the **GOAL 4: INTERGENERATIONAL THRIVING** goal area established by the Measure X Community Advisory Board:

### **GOAL 4: INTERGENERATIONAL THRIVING**

*We strive to be a community that intentionally strengthens and provides support for all residents and for family members of all generations, including children, youth, and older adults.*

The selected strategies align with the Measure X Goal of Intergenerational Thriving in several ways. User-side subsidies will allow qualified low-income older adults and people with disabilities to make necessary trips with less impact on limited incomes. Expansion and enhancement of the One Seat Ride Pilot Program will increase access to potentially challenging trips, for example medical trips to different parts of the county. Development of a countywide one call/one click center will make it easier for individuals to identify appropriate transportation modes by phone or online and assist people in making travel plans. Establishment of a Coordinated Entity will help coordinate the variety of services in the County, allowing for seamless service for riders.

## Cycle 1

The Measure X Goals align with the goals of ATS Plan implementation. The approved ATS Plan strategies proposed to the Measure X Advisory Committee and the Board of Supervisors to be funded by \$1,400,000 of Cycle 1 Measure X funds initially are:

- **User-side Subsidies** for low-income populations for whom existing fares represent a barrier to access.
- **Expansion and Enhancement of One Seat Ride Pilot Program** allowing paratransit riders to travel throughout the county (and possibly outside the county) without having to transfer between paratransit vehicles.
- **One Call/One Click Operations Center.** Countywide, centralized phone and internet resource for all modes of transportation serving target populations. Assisting callers in making travel plans based on their abilities.
- **Establishment of a Coordinated Entity** that will be responsible for short- and long-term implementation of accessible transportation strategies including the identification of a new, on-going funding source to support continuing operations.

## Objectives

- Task 1: User-side Subsidies – By the end of 15 months, the Accessible Transportation Strategy will expend approximately \$200,000 to provide User-Side subsidies to low-income older adults and people with disabilities.
- Task 2: One Seat Ride (OSR) Program Expansion and Enhancement – By the end of 15 months, this strategy will expend \$500,000, of which \$250,000 will be derived from Measure X funds, the remainder from participating transit agencies. Participation in the current program will have increased and OSR trips will reduce on board time relative to a comparable multi-agency transfer trip, and participants will have access to one seat rides throughout the county, and potentially to locations outside of the county.
- Task 3: One-Call\One-Click Center – By the end of 15 months, this strategy will expend \$315,000 to research and evaluate different models and then establish and operate a one call/one click center for individuals to identify appropriate transportation modes by phone or online, and assist people in making travel plans. This will include at least one staff person, a telephone line, and website.
- Task 4: Establishment of Coordinated Entity (CE) – Over the span of 15 months, and an expenditure of \$635,000 (with potential rollover to the next fiscal year), a CE will have been established by the Task Force, with the responsibility of coordinating a range of strategies to enhance the mobility of Contra Costa residents with disabilities including but not limited to the recommendations of the ATS Plan. The CE will

incorporate the functions of the One-Call\One-Click Center, and identify new strategies for mobility enhancement, identify new funding sources, and serve as an advocate at local and state levels for expanded mobility options for people with disabilities.

## Outcomes

Limitations on mobility options for people with disabilities contribute to lower quality of life for older adults and people with disabilities in all aspects, including physical and mental health. They also exacerbate existing inequities among communities.

- Task 1 Outcome: User-side Subsidies - Achieving this objective will result in more affordable mobility options for qualifying low-income older adults and people with disabilities in the county.
- Task 2 Outcome: One Seat Ride Program Expansion and Enhancement - Achieving this objective will result in some paratransit trips in Contra Costa County being provided on one vehicle, whereas before it would require the major inconvenience of having to coordinate and wait for transfers between vehicles.
- Task 3 Outcome: Establishment of a One-Call\One-Click Center – Achieving this objective will result in the establishment of a more user friendly, single point of entry for Contra Costa residents seeking transportation options and planning for older adults and people with disabilities in the county.
- Task 4 Outcome: Establishment of Coordinated Entity – Achieving this objective will result in a new entity and function that centralizes advocacy and oversight of accessible transportation resulting in a more seamless transportation network available to people with disabilities and others throughout the county.

## Cycle 2

Based on the ongoing work and additional input from stakeholders, the Authority Board entered into a funding agreement with Contra Costa County to allow the Authority to receive \$1,470,000 in Measure X funding, authorize the funds to be used for the tasks identified in the Service Plan in Agreement No. 679, and to allow the Executive Director or designee to make any non-substantive changes to the language.

The FY 2023-24 Measure X Service Plan will focus on the following ATSP strategies:

- Strategy 1: Improve connectivity between paratransit programs/eliminate transfer trips to allow older adults and people with disabilities to travel throughout the county (and possibly outside Contra Costa County) without the need to transfer between paratransit vehicles.

## Q4 2022 Measure X Progress Report

CCTA

- Strategy 2: Same-Day Trip Programs (including Wheelchair-Accessible Service) will allow travelers to request a ride without reserving it a day in advance. This strategy can coordinate/overlap with Strategy 1.
- Strategy 3: Expand existing and add new Volunteer Driver programs (such as a Trip Mileage Reimbursement program). Expand the program by working with Mobility Matters and establish a new trip program.
- Strategy 4: Services beyond the ADA service parameters: Identify areas of greatest need that are viable for added service; develop a service model most appropriate for those areas; and identify potential providers.
- Strategy 8: Hospital Discharge Services to increase coordination with the Contra Costa Health Plan and Health Services programs.
- Strategy 11: One-Call/One-Click Information and Referral Program: Establish countywide, centralized phone and internet resources for all modes of transportation serving target populations, and assist callers in making travel plans based on their abilities.
- Strategy 13: Real-Time Transportation Information (Paratransit Vehicle Location, Bay Area Rapid Transit elevators, Wheelchair Spaces on Buses) provides passengers with real-time information about vehicles and various accessibility features.
- Strategy 14: Travel Training (Including Inter-Operator Trips) provides training to individuals to learn and use fixed-route transit, including transferring between different service areas.
- Strategy 16: Administer a Uniform Countywide ADA Paratransit Eligibility Certification Program to support, as necessary, the regional effort currently overseen by the Metropolitan Transportation Commission.
- Strategy 18: Procure Joint Paratransit Scheduling Software to create a seamless system of services for passengers.
- Strategy 20: Means-Based Fare Subsidy for low-income populations for whom existing fares represent a barrier to access.

# Workshop: Make the Leap to Accessibility

Join us for the first accessibility transportation workshop created to solve the challenges our transportation partners face in the post-pandemic era.

Together we'll **identify mobility issues, share best practices, and provide transit solutions to facilitate transportation accessibility** for those who live and work in Contra Costa.

## Special Guest Speakers:

**Arun Prem**, Executive Director, Facilitating Access to Coordinated Services (FACT) Inc.

**Jess Segovia**, ADA Guru owner and JADA Compliance and Mobility Management trainer/consultant

**February 29 • 9 am - 3 pm**  
Contra Costa Transportation Authority Headquarters  
2999 Oak Road, Walnut Creek, CA 94597  
(DIVCO Meeting Room 1)

**LUNCH WILL BE PROVIDED**

**RSVP to [rkamara@ccta.net](mailto:rkamara@ccta.net) by January 30**



## Partners:



ARC Contra Costa • Choice in Aging • Centers for Elders Independence • El Cerrito Easy Ride • Get Around Taxi Program  
Go San Ramon! • Independent Living Resources of Solano & Contra Costa Counties • Lamorinda Spirit Van  
Mobility Matters • Pleasant Hill Senior Van Service • R-Transit • Rossmoor Dial-a-Bus • San Pablo Senior Transportation  
Senior Express Van • Seniors Around Town • Walnut Creek Senior's Club Mini Bus

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

**March 8, 2024**

**Agenda Item 3b**

**Regional Transportation Measure Authorizing Legislation**

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**Subject:**

Update on Senate Bill (SB) 925 (Wiener), the MTC-sponsored regional transportation revenue measure authorizing bill.

**Overview:**

Staff have been working closely with Senator Wiener's office on drafting the first set of substantive amendments to SB 925, consistent with the Commission's direction provided in January. Staff have also been meeting regularly with a Bay Area working group set up to help inform the legislation as well as meetings with legislative staff, transit operators, county transportation agency staff and MTC's Policy Advisory Council. The bill has not yet been referred to its first committee. However, we anticipate it will be doubled-referred to the Senate Transportation Committee and another committee, either the Senate Revenue and Taxation Committee or the Senate Local Government Committee. These committees are chaired by Senator Cortese, Senator Glazer, and Senator Caballero, respectively.

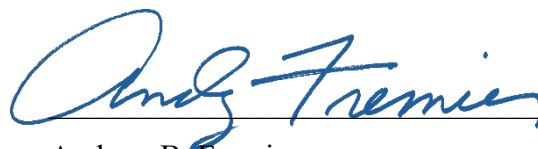
Staff will seek Commission approval, ideally coming to the Legislation Committee first, on the next set of substantive amendments to address key issues, including share of funding to go to different expenditure categories, highway project eligibility, and any return-to-source provisions. Staff will provide a verbal update on any late-breaking news at your meeting.

**Recommendation:**

Information

**Attachments:**

None



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Andrew B. Fremier



# COMMISSION AGENDA ITEM 7a (ATTACHMENT C)

## Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

January 12, 2024

Agenda Item 3b - 24-0101

### Regional Transportation Revenue Measure Enabling Legislation

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**Subject:**

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

**Background:**

At the December 2023 Commission meeting, staff provided an overview of the draft elements of the enabling legislation for a future regional transportation revenue measure (enabling legislation) that had been presented to the MTC/ABAG Joint Legislation Committee earlier in the month, plus a recommendation that the enabling legislation include policy provisions to help deliver rider-focused outcomes for the Bay Area traveling public, including priorities identified in the Bay Area Transit Transformation Action Plan (TAP) and other goals and focus areas of the measure (see Attachment A).

Specifically, staff recommended enabling legislation strengthen MTC's role as a regional transit network manager by including 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. Staff also sought guidance on whether the Commission wanted staff to explore governance changes, including potential consolidation of transit agencies, in the context of the enabling legislation.

While no action was taken, numerous commissioners expressed support for including provisions in the enabling legislation to improve transit agency coordination, and specifically improving the transit rider experience by strengthening MTC's authority as the region's transit network manager. On the other hand, several commissioners expressed concerns about further exploring governance changes (including transit agency consolidations) in the context of the enabling legislation. While there were some comments noting that restructuring the region's transit governance to have fewer operators could be beneficial at some point the future, given the

significant opposition from many stakeholders – including local, state and federal elected officials – and the importance of building a strong unified coalition across all nine counties in support of the regional transportation measure, the Commissioner directed staff to focus on transit coordination over consolidation.

Based on feedback received to date, this memo presents an outline of the proposed enabling legislation for MTC to sponsor (see Attachment B for a summary of key provisions). Staff will incorporate additional input provided by this committee into a final proposed outline for Commission approval this month. Once approved, staff will share that outline with Senator Wiener, who has committed to authoring the bill, and would anticipate coordinating with his office on the introductory bill language in advance of the February 16 bill introduction deadline.

#### **Overview:**

#### **What is the Regional Transportation Measure Trying to Achieve?**

As indicated last month, staff proposes that the revenue measure's core goal be advancing "**a climate-friendly transportation system in the Bay Area that is safe, accessible and convenient for all.**" At the December Commission meeting staff also presented a vision statement for the transportation revenue measure to serve as a "North Star" to keep in focus for the entirety of the legislative and ballot measure development process. Below is an updated version that is more concise and attempts to incorporate feedback from the Commission and stakeholders. A vision statement describes the future we want to achieve, not present conditions. (See Attachment C for a track changes version.)

The Bay Area 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.

While the vision would not necessarily be incorporated into the legislation, it could be used in the “findings and declarations” portion of the bill and useful in the development of fact sheets and other materials. Therefore, staff requests the Committee’s feedback and endorsement of the vision language for final adoption by the Commission. Staff proposes the following three specific focus areas for the measure (see Attachment C for a track changes version):

1. ***Protect and Enhance Transit Service***: Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
2. ***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, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
3. ***Enhance Mobility & Access for All***. Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

### **Revenue Measure Funding –Expenditure Priorities and Funding Source Options**

Based on feedback at the Commission last month, staff recommends pursuing enabling legislation that would authorize Bay Area voters in 2026 or later to raise revenue (with no capped limit on amount) to invest in the expenditure categories listed below, which are described in more detail in Attachment D. MTC in our early work analyzing revenue options assessed tax rates needed to generate approximately \$1 billion per year. Transit advocates have voiced support for raising *at least \$2 billion* per year – a scale that would allow for significant investments in improving and expanding transit service, in addition to closing the formidable transit operating gap (transit operators continue to forecast shortfalls in excess of \$700 million per year starting in FY 2025-26). Additionally, other stakeholders – including county

transportation authorities and labor partners – have conveyed their top priorities for a measure include robust investments in safe streets and other capital improvements. The approach above would keep the door open for revenue generation at that “at least \$2 billion” magnitude while providing flexibility to scale a measure according to what voters will bear.

### **Proposed Expenditure Categories**

1. **Transit transformation.** Sustain, expand and improve transit service for both current and future riders. Accelerate Transformation Action Plan customer-focused initiatives and other service improvements that are high priorities for Bay Area voters and riders, including safety, and help fund zero-emission transit transition.  
(Note incorporation of zero emission transit transition, which had been accidentally omitted from wording in December)
2. **Safe streets.** Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety enhancements and pothole repairs.
3. **Connectivity.** Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.
4. **Climate resilience.** Fund planning, design and/or construction activities that protect transportation infrastructure and nearby communities from rising sea levels, flooding, wildfires and extreme heat.

Staff is not recommending any expenditure shares or dollar amounts for any of these categories at this time, given the importance of further conversation with Bay Area stakeholders and our legislative delegation, as well as uncertainty about the size of the revenue measure that the Legislature will authorize for placement on the ballot. However, staff recommend that the Commission incorporate the concept of flexibility into the introductory version of the bill version of the bill through a “flexible” category (amount to be determined) that would enable MTC to adjust the funding levels for the four categories over time, according to changing circumstances and need.

*Potential Source of Revenue for a Future Measure*

Regarding the revenue mechanism, staff continues to recommend pursuit of a menu of revenue options, subject to a maximum rate, and an allowance for revenue options to be pursued sequentially over time. Staff continue to recommend the Commission pursue the following revenue options for inclusion “on the menu”: 1) Sales tax; 2) Income tax; 3) Payroll tax; 4) Square footage-based parcel tax; 5) Bay Area-specific vehicle registration surcharge with tiered rates based on the value of the vehicle; and 6) Regional vehicle miles traveled (VMT) charge. Neither a vehicle registration surcharge or a regional VMT charge could be pursued in 2026 so these options will only make sense if the Legislature agrees to authorize sequential measures. Furthermore, staff recommends a regional VMT charge be conditioned upon the state having already implemented its own statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle’s value), and that the regional charge may not be implemented sooner than 2030.

**Policy Provisions to Deliver on Rider-Focused Outcomes**

As described in the “background” portion of this memo, staff heard support at the Commission meeting for strengthening MTC’s ability to deliver transformational “rider focused outcomes” that were the focus of the Bay Area Transit Transformation Action Plan. Accordingly, staff recommends the enabling legislation designate MTC with responsibility for setting policies that are essential to the user experience of a seamless transit system and condition receipt of transportation funds on compliance with standards related to:

- Fare payment (how fares are paid)
- Fare integration (fare transfers, discounts, passes, etc.).
- Schedule coordination
- Mapping & wayfinding (includes directional signage and harmonious transit branding to make transit more accessible and recognizable across the region)
- Real time information

- Other customer-facing operating policies that would benefit from a regional approach, including safety and workforce development

Notably, statutes related to MTC's existing transit coordination role already require establishing a "regional transit coordinating council," so the newly established Regional Network Management Council could be recognized to have a formal advisory role concerning key decisions MTC would make as a regional network manager.

As referenced during discussion at the Commission, staff also recommends inclusion of a policy provision to expand the Bay Area Commuter Benefit Program (administered jointly by MTC and the Bay Area Air Quality Management District) to include a mandate requiring that large employers (with 50 or more employees located in the Bay Area) with locations near transit provide their staff with a universal transit pass, i.e., the Clipper BayPass. According to initial feedback Senator Wiener's Office has received from the state's Legislative Counsel, such a mandate would be subject to voter approval and would therefore need to be incorporated into the regional transportation measure.

### **Conclusion**

Staff seeks the Committee's support for the proposed vision, goal and focus areas, expenditure categories and summary of key policy provisions (Attachment B) outlined in this memo to forward to the Commission for final approval.

### **Recommendations:**

Commission Approval

### **Attachments:**

- Attachment A: Rider-Focused Outcomes from a Regional Measure
- Attachment B: Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Draft)
- Attachment C: Proposed Vision Statement and Focus Areas and Comparison with Prior Versions

- Attachment D: Description of Expenditure Categories



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Andrew B. Fremier

## Updated Proposed Regional Transportation Measure Vision Statement and Focus Areas: Comparison with Version Presented at December 2023 Commission Meeting

### Vision Statement (Updated)

The Bay Area 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.

### Comparison with December Version

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

The Bay Area 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** ~~combats~~ the climate crisis.* ~~The~~ ; a public transit network that offers safe, *clean*, frequent, ~~is~~ *accessible, easy to navigate, and reliable service; affordable, and gets* getting transit riders where they want and need to go *safely, affordably, quickly and seamlessly; local roads are well maintained.* ~~Service, fares, schedules, customer information and transit identity are coordinated and consistent across transit systems.~~; *and transit* ~~Transit~~, biking, ~~and~~ walking *and wheeling* are ~~reliable and~~ 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.* ~~resulting in increased transit ridership, biking and walking and reduced growth in vehicle miles traveled. The Bay Area has the resources needed to sustain and enhance multimodal transportation options (including associated infrastructure improvements) and accountability to ensure the region's infrastructure and services are dependable, efficient and safe.~~



### Focus Areas (Updated)

- 1. Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
- 2. 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, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
- 3. Enhance Mobility & Access for All.** Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

### Comparison with December Version

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

- 1. Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
- 2. 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 *and strengthening regional network management*.
- 3. Enhance Mobility & Access for All.** Make it safer and ~~easier~~ *more accessible* for people of all ages and abilities to get to where they need to go by preserving and enhancing ~~access~~ *mobility* for all transportation system users, including people walking, biking, and wheeling.

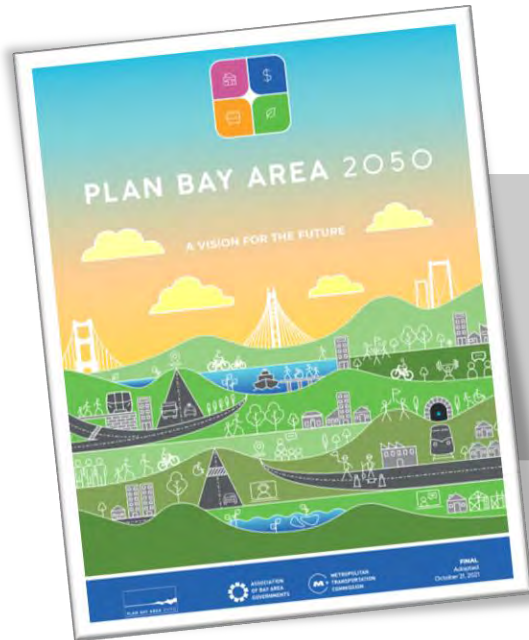
# Preparing for a 2026 Regional Transportation Measure: Outline of Proposed Enabling Legislation & Next Steps



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Commission Meeting  
January 24, 2024

# Why a New Regional Transportation Measure?



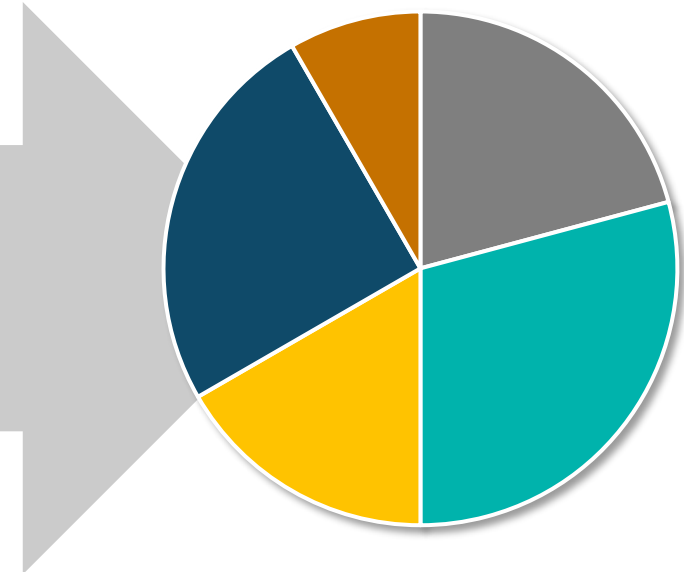
Plan Bay Area 2050

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



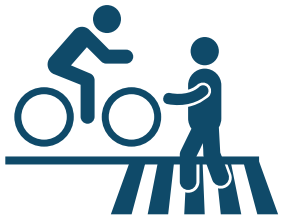
Deliver Results

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

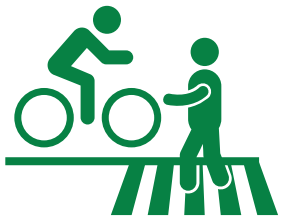
Make it safer and easier for people of all ages and abilities to get to where they need to go by preserving and enhancing access for all transportation system road users, including people walking, biking and wheeling.

# 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

<b>Tax Type</b>	<b>Summary</b>
<b>Sales tax</b>	Regional sales tax on the sale of tangible items. Some groceries are exempt.
<b>Income tax</b>	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)
<b>Payroll tax</b>	Employer-based tax on wages paid to employees, like Social Security. Can be structured to exempt small businesses.
<b>Parcel tax</b>	Per square foot assessment on parcels of real estate. Can include exemptions.
<b>Vehicle Registration Surcharge</b>	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.
<b>Vehicle Miles Traveled Fee</b>	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
<b>Goal of Measure &amp; Expenditure Categories</b>	Specify core goals of measure and expenditure categories in legislation. Likely include minimum shares by category after legislative and stakeholder consensus is achieved.
<b>Accountability</b>	To deliver customer-facing priorities sooner, strengthen MTC’s network management role. Establish oversight committee to ensure funds spent according to statute and measure.
<b>Travel Demand Management</b>	Require employer of at least 50 employees to provide a subsidy to their employees to encourage alternatives to single occupancy vehicle trips.
<b>Geographic Area of Tax</b>	Authorize MTC to place on ballot within the nine counties or a subset.
<b>Citizen Initiative Option</b>	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.
<b>Timing &amp; Duration of Ballot Measure</b>	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.
<b>Revenue Options &amp; Amount</b>	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.
<b>Funding Distribution</b>	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.

**Description of Draft Expenditure Categories & Eligible Investments (Changes Compared to November Committee)**

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

<b>Category</b>	<b>Description</b>	<b>Examples of Eligible Investments (not exhaustive)</b>	<b>Equity &amp; Climate Considerations</b>
<b>Transit Transformation</b>	<p>Sustain, <del>and/or expand, and improve</del> transit service levels <del>on bus, rail, and ferry lines to serve</del> for both current and future riders. Accelerate Transformation Action Plan <i>customer-focused initiatives that are high priorities for Bay Area voters and riders, including safety, and help fund the zero-emission transit transition</i> <del>improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</del></p> <p>Notes:</p> <ol style="list-style-type: none"> <li>1. Further analysis of the long-term transit operating needs will be available this fall as</li> </ol>	<ul style="list-style-type: none"> <li>- Preservation of existing routes and frequencies</li> <li>- Increased <del>frequencies</del> <i>frequency of service</i> and/or areas served <i>where needed and financially sustainable</i></li> <li>- Network restructuring that leads to net increase in transit service-hours.</li> <li>- Simplified and standardized fare programs &amp; discounts</li> <li>- <del>Improved signage</del> <i>Signage and wayfinding improvements at and around</i> stations and bus stops.</li> </ul>	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p>part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels and/or expand service frequencies.</p> <p>2. This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</p>	<ul style="list-style-type: none"> <li>- <i>Zero emission bus purchases and related infrastructure.</i></li> <li>- <i>Improving bus stop site conditions and installing new or replacement amenities, including bus shelters, lighting, seating, and accessibility upgrades.</i></li> <li>- Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.)</li> <li>- Safety enhancements, such as community ambassadors, improved lighting &amp; security cameras</li> <li>- Paratransit service expansion to enable "one-seat rides"</li> </ul>	<p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
		<ul style="list-style-type: none"> <li>- Shuttles or other flexible mobility options accommodating all users</li> <li>- Bikeshare subsidies &amp; system expansion</li> </ul>	
<b>Safe Streets</b>	<p><i>Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety and accessibility enhancements and pothole repairs.</i></p> <p><i>Note: This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic</i></p>	<p>Projects would ideally include two or more-features to yield progress toward the multiple <del>goals</del> <del>concurrently</del> <del>outcomes in the</del> program description, such as:</p> <ul style="list-style-type: none"> <li>- Street repaving projects</li> <li>- Buffered or protected bike lanes</li> <li>- <i>Sidewalk improvements, bulb-outs and/or curb cuts</i></li> <li><del>Expanded sidewalks and/or</del> <del>bulb-outs</del></li> </ul>	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p> <p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p>balance throughout the nine-county region.</p>	<ul style="list-style-type: none"> <li>- <i>Upgrades at and around bus stops to improve safety and accessibility</i></li> <li>- Parallel multimodal trails</li> <li>- Traffic calming features</li> <li>- Traffic signal optimization</li> <li>- Green infrastructure elements</li> </ul>	<p>of GHG-neutral and GHG-reducing projects.</p>
<p><b>Connectivity</b></p>	<p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.</p> <p>Example projects include express lanes; <i>rail safety improvements rail grade separations</i>, rail extensions and interchange modernizations.</p> <p><i>Note:</i> This would help the region implement near-to-medium</p>	<ul style="list-style-type: none"> <li>- Rail extensions</li> <li>- Rail grade separation &amp; <del>modernization</del>, <i>at grade crossings and other rail safety projects</i></li> <li>- Zero emission bus purchases and related infrastructure</li> <li>- New ferry terminals</li> <li>- Carpool-to-express lane conversions</li> </ul>	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., <i>transit and rail improvements megaprojects</i>), although select non-capacity-</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</p>	<ul style="list-style-type: none"> <li>- Highway interchange modernizations</li> </ul>	<p>increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.</p>
<p><b>Climate Resilience</b></p>	<p>Fund planning, design and/or construction activities that protect <del>benefit</del> transportation infrastructure and nearby communities <i>from rising sea levels, flooding, wildfires and extreme heat</i> <del>by protecting them from sea level rise.</del></p> <p><i>Note:</i> While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to undertake</p>	<ul style="list-style-type: none"> <li>- Local or subcounty resilience plans to refine future pipeline of projects</li> <li>- Design and environmental analyses for future sea level rise resilience projects</li> <li>- Implementation of specific sea level rise resilience projects, such as:             <ul style="list-style-type: none"> <li>o Levees &amp; horizontal levees</li> <li>o Infrastructure elevation</li> </ul> </li> </ul>	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on climate risk and investments would be contingent upon a robust community</p>



Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	the necessary project development work so we can better compete for future state or federal funding in the years ahead.	<ul style="list-style-type: none"> <li>○ Tidal gates</li> <li>○ Wetland restoration</li> </ul>	<p>engagement process to engage local residents.</p> <p>Investments <del>related to climate resilience</del> are anticipated to all be GHG reducing or GHG neutral.</p>

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

March 4, 2024

To: Transportation, Water, and Infrastructure Committee  
c/o John Cunningham

From: Mark Watts

**Re: March 2024 TWIC State Report**

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I am pleased to provide the following report on activities occurring in the state Capitol, including specifically updated information on legislative and budgetary activities.

## Legislative Activities

Following the February 16 deadline to submit bill language for 2024, I have completed the initial review of legislation introduced and identified more than 50 active bills (including two-year bills) of interest to transportation agencies and interests. A significant number of proposals are "spot" bills — those that are placeholders for more complete language for committee consideration. The deadline to make such complete amendments is in mid-March. In the meantime, substantive bills are being set for policy committee hearings.

Consultation with transportation committee staff indicate the Senate committee will schedule 2 bill hearings for this year: April 9 and April 22; while bill hearings for the Assembly will likely be April 1, 8, 15, and 22.

## Update - Legislative Organization

### *New Senate Leadership and Committee Assignments*

Senate President pro Tempore McGuire announced his new Senate Democratic Leadership team as well as numerous changes to Senate committee chairs and membership on February 9. Changes of particular note include significant changes to the leadership of committees with oversight of transportation, and the budget. Pro Tern McGuire's leadership team now is comprised of the following Senators:

**Gonzalez** (D-Long Beach), Majority Leader  
**Ashby** (D-Sacramento), Assistant Majority Leader  
**Wahab** (D-Hayward), Assistant Majority Leader  
**Limon** (D-Santa Barbara), Democratic Caucus Chair  
**Cortese** (D-San Jose), Majority Whip  
**Durazo** (D-Los Angeles), Assistant Majority Whip  
**Padilla** (D-San Diego), Assistant Majority Whip

Key Senate committee changes in policy areas of interest include:

# Smith, Watts & Hartmann, LLC.

## Consulting and Governmental Relations

**Wiener** (D-San Francisco) to Chair of Budget & Fiscal Review, replacing **Skinner** (D-Berkeley) with **Skinner** to Chair of Housing, replacing **Wiener**.

**Cortese** (D-San Jose) to Chair of Transportation, replacing **Gonzalez** (D-Long Beach) **Caballero** (D-Merced) to Chair of Appropriations, replacing **Portantino** (D-Burbank), who is termed out and running for Congress. This change is effective March 11.

**Smallwood-Cuevas** (D-Los Angeles) replaces Senator **Caballero** as a member of Budget & Fiscal Review Sub. 4, where housing-related measures, including REAP 2.0, will be heard.

**Wahab** (D-Hayward) replaces **Durazo** (D-Los Angeles) as Chair of Budget & Fiscal Review Sub. 5, which has jurisdiction over transportation and public safety funding.

**The Senate Governance and Finance Committee** (previously Chaired by **Caballero**) was split into Local Government, chaired by **Durazo** (D-Los Angeles), and Revenue & Taxation chaired by **Glazer** (D-Orinda).

### **Budgetary Information**

A series of recently released reports underscore the state's weak revenue collections and resulting significant budget challenges. The Legislative Analyst's Office (LAO) on February that weak revenue performance has increased the challenges to the state's projected budget deficit to \$73 billion—a \$15 billion increase compared to the revenue projections underlying the Governor's January budget.

The LAO has recommended that the Legislature adopt the Governor's proposed mix of fund shifts and reductions in the transportation space and has identified \$15.6 billion in additional one-time and temporary spending across fiscal years 2023-24 through 2025-26 that the Legislature could reduce to address the deficit, including \$1.9 billion in housing-related spending and \$1.9 billion in transportation related spending, largely for public transportation infrastructure.

The Department of Finance (DOF) released its February Monthly Finance Bulletin, reporting preliminary General Fund cash receipts for the month \$5 billion below the Governor's budget forecast. According to DOF, the primary driver of the shortfall was anemic personal income tax estimated payments, indicating weakness in receipts relating to tax year 2023. Additionally, year-to-date corporate tax cash receipts were \$980 million below forecast due to higher corporate refunds and lower estimated payments.

### *Next steps – Budget*

The Legislature began budget subcommittee hearings in earnest last week to dig in to the Governor's budget proposals. Given this dismal budget news – and the potential for further decline – it is important to recognize that the budgetary revisions the Governor proposes in May will be significant.

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## APPENDIX

### KEY BILLS OF NOTE FOR TRANSPORTATION AGENCIES

*AB 2535 (Bonta):* This bill would eliminate general purpose lanes as an eligible use for TCEP under any circumstance and eliminate highway capacity as an eligible use in disadvantaged communities. Should a highway project under TCEP expand the highway footprint in limited instances, the bill would require full mitigation of all environmental impacts.

*AB 2086 (Schiavo):* AB 2086 would require Caltrans to report to the Legislature on how it advanced its Core Four (safety, equity, climate action, and economic prosperity) priorities with the funding that was made available to it in the preceding 5 fiscal years. AB 2086 would also create a new role for the CTC to develop performance targets for the Core Four goals.

*AB 2290 (Friedman):* AB 2290 would, among other things, require a bicycle facility that is identified for a street in an adopted bicycle plan or active transportation plan to be included in a project funded by the program that includes that street. This is of concern for rural counties and areas.

*SB 960 (Wiener):* SB 960 would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected” complete streets facilities unless an exemption is documented and approved. SB 960 would also require the CTC to adopt targets and performance measures related to making progress on complete streets. Finally, SB 960 would require Caltrans to adopt a Transit Priority Project policy for state and local highways.

Status actions entered today are **listed in bold**.

**File name: Master**

**California**

1. **CA AB 6**



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Slow Moving Bill**

**Our Forecast** ⓘ  
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1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Chamber

Executive

**Author:** Laura Friedman (D-044)

**Title:** Transportation Planning: Regional Transportation Plans

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/05/2022

**Last Amend:** 03/16/2023

**Disposition:** Pending

**Location:** Senate Transportation Committee

**Summary:** Requires a metropolitan planning organization to submit an adopted sustainable communities strategy or an alternative planning strategy, if applicable, to the State Air Resources Board for review.

**Status:** 06/14/2023 To SENATE Committees on TRANSPORTATION and ENVIRONMENTAL QUALITY.

2. **CA AB 7**



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining

**Slow Moving Bill**

**Our Forecast** ⓘ  
▼ **Show More**

1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Fiscal Committee



2nd Chamber



**Author:** Laura Friedman (D-044)

**Title:** Transportation: Planning: Project Selection Processes

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/05/2022

**Last Amend:** 09/01/2023

**Disposition:** Pending

**File:** A-37

**Location:** Senate Inactive File

**Summary:** Provides that the Secretary of Transportation, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. Requires the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.

**Status:** 09/11/2023 In SENATE. From third reading. To Inactive File.

### 3. CA AB 38



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Very Fast**  
Moving Bill

1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Fiscal Committee

2nd Chamber

**Our Forecast** ⓘ  
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**Author:** Alex Lee (D-024)

**Title:** Light Pollution Control

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 12/05/2022

**Last Amend:** 06/28/2023

**Disposition:** Pending

**Location:** Senate Appropriations Committee

**Summary:** Relates to the Warren-Alquist State Energy Resources Conservation and Development Act, which requires the State Energy Resources Conservation and Development Commission to adopt lighting and other building design and construction standards that increase efficiency in the use of energy. Requires, with certain exceptions, an agency to ensure that an outdoor lighting fixture that is newly installed on a structure or land that is owned, leased, or managed by the agency meets certain criteria.

**Status:** 09/01/2023 In SENATE Committee on APPROPRIATIONS: Held in committee.


### 4. CA AB 52



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Slow**  
Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
<b>Our Forecast</b> ⓘ ▼ Show More	✓	✓	✓	✓		

**Author:** Timothy S. Grayson (D-015)  
**Title:** Income Tax Credit: Sales and Use Taxes Paid  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 12/05/2022  
**Last Amend:** 06/15/2023  
**Disposition:** Pending  
**Location:** Senate Appropriations Committee  
**Summary:** Relates to the Sales and Use Tax Law. Allows a credit against those taxes to a taxpayer in an amount equal to the amount of tax reimbursement paid during the taxable year for sales tax on gross receipts that would be exempt from taxation pursuant to the sales and use tax exemption. Allows a similar tax credit against those taxes to a taxpayer in an amount equal to the amount of use tax paid during the taxable year for storage, use, or other consumption that would be exempt from taxation under that law.  
**Status:** 09/01/2023 In SENATE Committee on APPROPRIATIONS. Held in committee and made a Two-year bill.


5. CA AB 73



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Very Fast Moving Bill**

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
<b>Our Forecast</b> ⓘ ▼ Show More	✓	✓	✓			

**Author:** Tasha Boerner (D-077)  
**Title:** Vehicles: Required Stops: Bicycles  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 12/13/2022  
**Last Amend:** 03/09/2023  
**Disposition:** Pending  
**Location:** Senate Transportation Committee

**Summary:** Requires a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified.

**Status:** 07/11/2023 In SENATE Committee on TRANSPORTATION: Not heard.

6. **CA AB 364**



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Very Fast Moving Bill**

1st Committee      1st Fiscal Committee      1st Chamber      2nd Committee      2nd Chamber      Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** Isaac G. Bryan (D-055)

**Title:** Street Furniture Data: Statewide Data Platform

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/01/2023

**Last Amend:** 04/11/2023

**Disposition:** Pending

**Location:** Senate Transportation Committee

**Summary:** Requires the Department of Transportation to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data. Requires the Department to designate the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council to advise on the development of the initial and subsequent guidelines, and review the reports related to those guidelines.

**Status:** 06/14/2023 To SENATE Committees on TRANSPORTATION and JUDICIARY.

7. **CA AB 530**



1st Committee      1st Chamber      2nd Committee      2nd Chamber      Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** Tasha Boerner (D-077)



**Title:** Vehicles: Electric Bicycles

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/08/2023

**Last Amend:** 07/13/2023

**Disposition:** Failed

**Location:** ASSEMBLY

**Summary:** Prohibits a person under a specified age from operating an electric bicycle of any class. States the intent of the Legislature to create an e-bike license program with an online written test and a State-issued photo identification for those persons without a valid driver's license, prohibit persons under a specified age from riding e-bikes, and create a stakeholders working group to work on recommendations to establish an e-bike training program and license.

**Status:** 02/01/2024 In ASSEMBLY. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.  
02/01/2024 From Committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

8. **CA AB 1567**



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Very Fast Moving Bill**

1st Committee      1st Fiscal Committee      1st Chamber      2nd Committee      2nd Chamber      Executive

**Our Forecast** ⓘ  
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**Author:** Eduardo Garcia (D-036)

**Title:** Safe Drinking Water, Wildfire Prevention, Drought Prep

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/17/2023

**Last Amend:** 05/26/2023

**Disposition:** Pending

**Location:** Senate Natural Resources and Water Committee

**Summary:** Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in a specified amount to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.

**Status:** 06/14/2023 To SENATE Committees on NATURAL RESOURCES AND WATER and GOVERNANCE AND FINANCE.

9.

# CA AB 1778



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

**Our Forecast** ⓘ  
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**Author:** Damon Connolly (D-012)

**Title:** Vehicles: Electric Bicycles

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 01/03/2024

**Disposition:** Pending

**Location:** Assembly Transportation Committee

**Summary:** Prohibits a person under 16 years of age from operating a class 2 electric bicycle. Requires a person operating, or riding upon, a class 2 electric bicycle to wear a helmet. Clarifies that an electric bicycle can only be placed in a certain class if it ceases to provide assistance when the bicycle reaches a max speed regardless of the mode.

**Status:** 01/16/2024 To ASSEMBLY Committee on TRANSPORTATION.

# 10. CA AB 2634



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

**Our Forecast** ⓘ  
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**Author:** Kevin McCarty (D-006)

**Title:** Sacramento Regional Transit District

**Fiscal Committee:** no

**Urgency Clause:** no

**Introduced:** 02/14/2024

**Disposition:** Pending

**Location:** Assembly Local Government Committee

**Summary:** Relates to existing law that requires each transit operator, including the Sacramento Regional Transit District, that offers reduced fares to senior citizens to also offer reduced fares to disabled persons and disabled veterans at the same rate established for senior citizens. The bill exempts the district from that requirement.

**Status:** 03/04/2024 To ASSEMBLY Committee on LOCAL GOVERNMENT.

### 11. CA ACA 2



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining

1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

**Our Forecast** ⓘ  
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**Author:** Juan Alanis (R-022)  
**Title:** Public Resources: Water and Wildfire Resiliency Act  
**Fiscal Committee:** yes  
**Urgency Clause:** no  
**Introduced:** 12/05/2022  
**Disposition:** Pending  
**Committee:** Assembly Water, Parks and Wildlife Committee

**Hearing:** 03/19/2024 9:00 am, State Capitol, Room 444

**Summary:** Establishes the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. Requires the moneys in the fund to be appropriated by the Legislature and requires that 50% of the moneys in the fund be used for water projects, and that the other 50% of the moneys in the fund be used for forest maintenance.

**Status:** 04/20/2023 To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and NATURAL RESOURCES.

### 12. CA SB 30



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Very Fast Moving Bill**

1st Committee    1st Fiscal Committee    1st Chamber    2nd Committee    2nd Fiscal Committee    2nd Chamber

**Our Forecast** ⓘ  
▼ Show More



**Author:** Thomas J. Umberg (D-034)  
**Title:** Transportation: Zero-Emission Vehicle Signage  
**Fiscal Committee:** yes  
**Urgency** no

**Clause:**

**Introduced:** 12/05/2022

**Last Amend:** 06/19/2023

**Disposition:** Pending

**Location:** Assembly Appropriations Committee

**Summary:** Requires the Department of Transportation, in coordination with the Governor's Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging and fueling station signage to be placed along State highways based on charger or fueling type and vehicle compatibility, in order to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations.

**Status:** 09/01/2023 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

13. **CA SB 397**



1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

**Our Forecast** ⓘ  
▼ Show More



**Author:** Aisha Wahab (D-010)

**Title:** San Francisco Bay Area: Public Transportation

**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 02/09/2023

**Last Amend:** 01/03/2024

**Disposition:** Failed

**Location:** SENATE

**Summary:** Requires the Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

**Status:** 02/01/2024 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

14. **CA SB 960**



**SESSION ADJOURNMENT**  
August 30, 2024  
178 Days Remaining



**Our Forecast** ⓘ

1st Committee    1st Chamber    2nd Committee    2nd Chamber    Executive

▼ Show More



**Author:** Scott D. Wiener (D-011)

**Title:** Transportation: Planning: Transit Priority Projects



**Fiscal Committee:** yes

**Urgency Clause:** no

**Introduced:** 01/23/2024

**Disposition:** Pending

**Committee:** Senate Transportation Committee

**Hearing:** 04/09/2024 1:30 pm, 1021 O Street, Room 1200  

**Summary:** Requires all transportation projects funded or overseen by the department to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.

**Status:** 02/14/2024 To SENATE Committee on TRANSPORTATION.

# Legislative Affairs Secretary Christy Bouma to Depart, New Legislative Affairs Secretary Appointed

Published: Mar 04, 2024

SACRAMENTO – Governor Gavin Newsom today announced the appointment of Christine Aurre as Legislative Affairs Secretary in the Office of the Governor, filling the role held by Christy Bouma since March 2022.

“Christy’s strong leadership and remarkable collaboration with our partners in the Legislature has been indispensable in delivering monumental wins for Californians and the future of our state. These many successes include transformative measures to modernize the state’s mental health care, behavioral health services, and substance use disorder treatment systems, new efforts to safeguard our communities from gun violence, an infrastructure package to accelerate projects across the state, sweeping measures to drive world-leading climate action, and the nation’s first law to protect against price gouging by Big Oil. The dedication, care and empathy she brings to her work every day brings out the best in everyone, and I’m deeply grateful for her service and partnership over the last two years.”

Bouma will continue to serve the Administration as a member of the State Compensation Insurance Fund.

“Christine has been a critical member of my legislative affairs team with extensive experience working in and with the Legislature,” added Governor Newsom. “I thank her for stepping into this role as we continue to make progress on key priorities for the state.”

Christy Bouma, of Sacramento, has been appointed to the State Compensation Insurance Fund. Bouma has served as Legislative Affairs Secretary in the Office of Governor Gavin Newsom since 2022. She was a Principal at Capitol Connection from 2000 to 2022. Bouma was a Teacher

for the Hesperia Unified School District from 1989 to 1999. She earned a Bachelor of Arts degree in Computer Science from Point Loma Nazarene College and a Master of Science degree in Computer Science from California State University, Sacramento. This position does not require Senate confirmation and the compensation is \$71,190. Bouma is a Democrat.

Christine Aurre, of Sacramento, has been appointed Legislative Affairs Secretary in the Office of Governor Gavin Newsom, where she has served as Deputy Legislative Affairs Secretary since 2022. She was Legislative Director in the Office of State Senate Majority Leader Robert Hertzberg from 2019 to 2022. Aurre was Legislative Assistant in the Office of State Assemblymember Patrick O'Donnell from 2015 to 2019. She earned a Bachelor of Arts degree in Government from California State University, Sacramento. This position does not require Senate confirmation and the compensation is \$228,492. Aurre is a Democrat.

The Governor also announced the following appointment to the State Compensation Insurance Fund:

Richard Guggenhime, of San Francisco, has been reappointed to the State Compensation Insurance Fund, where he has served since 2020. Guggenhime has been Senior Counsel at Perkins Coie since 2016. He was Senior Counsel at Schiff Hardin from 2008 to 2016. Guggenhime was a Partner at Heller Ehrman from 1970 to 2006. He earned a Bachelor of Arts degree in Political Science and Economics from Stanford University and a Juris Doctor degree from Harvard Law School. This position does not require Senate confirmation and the compensation is \$71,190. Guggenhime is a Democrat.

###

MARCH 6, 2024

# Overview of Proposed Climate and Transportation Budget Solutions

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PRESENTED TO:

Assembly Budget Subcommittee No. 4 on Climate  
Crisis, Resources, Energy and Transportation  
Hon. Steve Bennett, Chair



LEGISLATIVE ANALYST'S OFFICE



# Overall Budget Context

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## State Faces a Multibillion-Dollar Budget Problem

- State revenues have come in significantly lower than what was projected in June 2023. In January, our office estimated that the Governor addressed a \$58 billion budget problem. Based on more recent economic and revenue data, we now estimate the state has a \$73 billion budget problem to solve in 2024-25.

## Significant Future Budget Deficits Projected

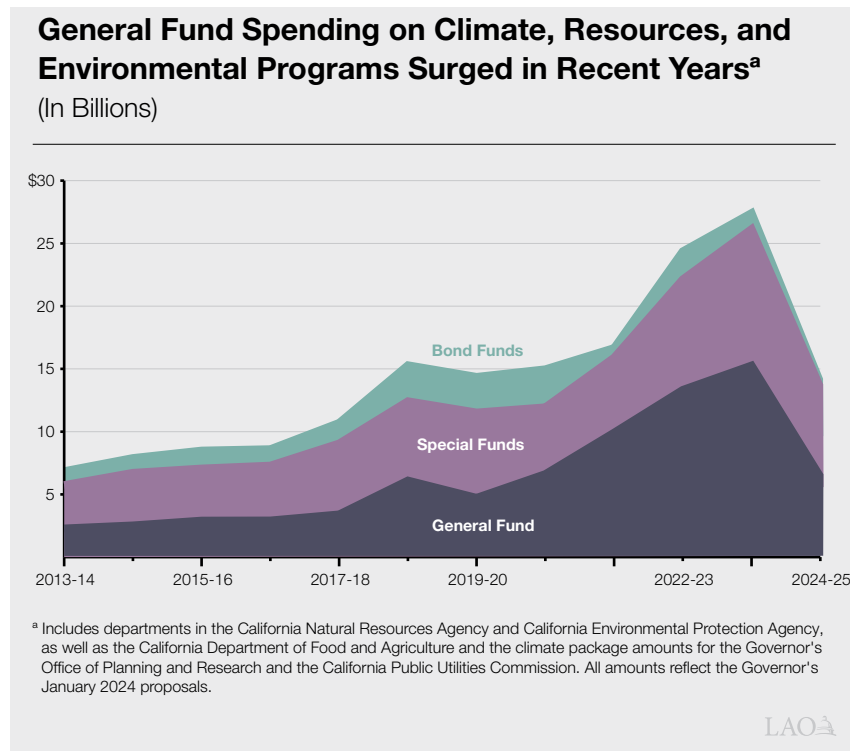
- Under the administration's spending and revenue projections, even after adopting the Governor's proposals, the state still would face annual operating deficits of between \$30 billion and \$40 billion in 2025-26 through 2027-28.

## Reducing One-Time and Temporary Spending Is a Key Tool for Addressing Budget Problem

- Maximizing one-time spending reductions allows the Legislature to minimize the use of other budget tools—like reserves—that likely will be needed to address deficits in future years.
- This strategy will not be as readily available as time passes—once one-time funds are spent, they no longer are available to pull back, leaving fewer (and often more disruptive) options for balancing the budget, such as making cuts to ongoing programs.
- Given the change in the state's overall fiscal condition, making corresponding reductions to one-time spending that was dependent on the anticipated surplus is both reasonable and necessary—particularly for expenditures that were planned when the state had a different General Fund outlook but that have not yet been implemented.



# Recent Budgets Included Significant General Fund Augmentations for Climate and Transportation Programs



## Historic General Fund for Climate, Resources, and Environmental Programs...

- The 2021-22 and 2022-23 budget packages included agreements to provide a six-year total of about \$39 billion from various sources (2020-21 through 2025-26). The 2023-24 budget made some reductions but maintained a multiyear total of \$36 billion (93 percent).

## ...And for Transportation

- The 2022-23 budget package planned for \$10.9 billion over a five-year period through a Transportation Infrastructure Package (\$9.5 billion) and Supply Chain Package (\$1.4 billion). The 2023-24 budget made some adjustments to timing and fund sources but maintained the same overall level of intended funding.



# Governor's Proposals for Climate, Resources, and Environmental Budget Solutions

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## Governor Proposes \$4.1 Billion in 2024-25 General Fund Solutions

- **Reductions (\$2 Billion).** Makes \$2 billion in program reductions across the budget window, plus \$543 million in the out-years.
- **Delays (\$1.1 Billion).** Postpones \$1.1 billion in planned expenditures from the budget window to a future year, plus \$635 million from 2025-26. Also delays \$600 million in planned Greenhouse Gas Reduction Fund (GGRF) expenditures from 2024-25 to 2027-28.
- **Fund Shifts (\$1 Billion).** Shifts \$1 billion in planned spending from the General Fund to GGRF. This includes \$557 million proposed for early action in the current year.

## Net General Fund Savings Over Multiyear Period Totals \$3.6 Billion

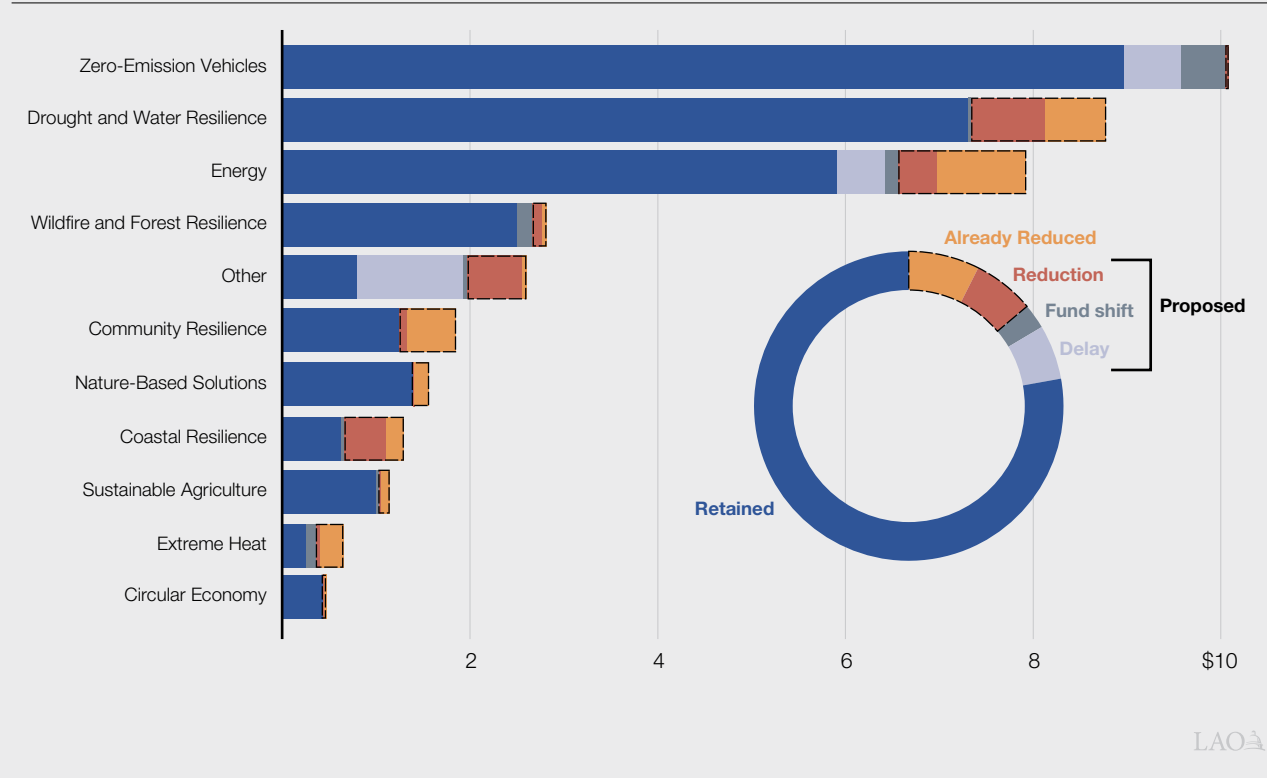
- This is the net result of the additional out-year reductions, which are more than offset by the costs associated with the resumption of the delayed expenditures.



# Vast Majority of Intended Multiyear Funding for Climate and Environmental Programs Would be Maintained

## Governor's Proposal Would Retain Majority of Planned Multiyear Climate Funding

(In Billions)



# Governor's Proposals for Transportation Budget Solutions

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## Governor Proposes \$4.3 Billion in 2024-25 General Fund Solutions

- **Cash Flow Adjustments (\$2.8 Billion).** Reverts funding previously provided back to the General Fund (resulting in savings during the budget window), with the intention to reappropriate the funds in future years based on when the administration expects the money will be needed to cover project expenditures.
- **Delay (\$1 Billion).** Delays a portion of General Fund spending for the formula-based Transit and Intercity Rail Capital Program (TIRCP) from 2024-25 to 2025-26.
- **Fund Shifts (\$791 Million).** Shifts a share of expenditures for both formula-based and competitive TIRCP from the General Fund to GGRF in 2024-25.
- **Reductions (\$296 Million).** Reduces a portion of funding for two activities: \$200 million from the Active Transportation Program and \$96 million from funding provided for the Port of Oakland.

## Net General Fund Savings Over Multiyear Period Totals \$1.1 Billion

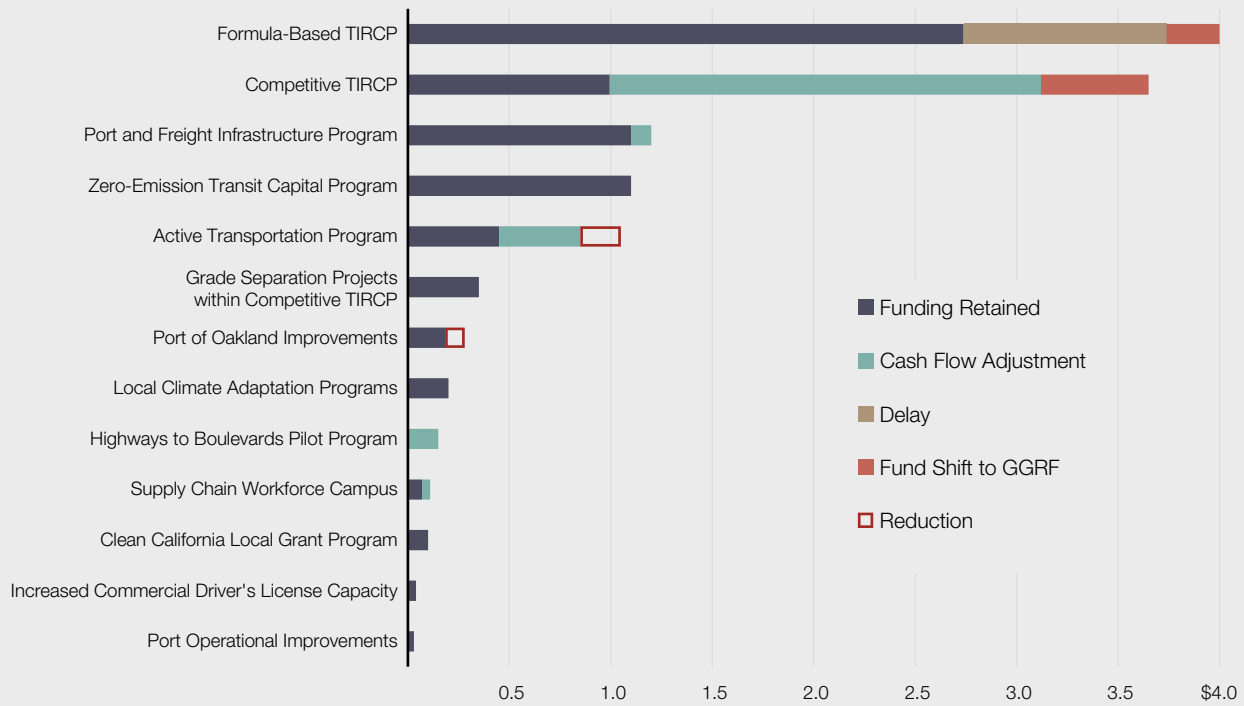
- This is the net result of the resumption of costs from postponed and delayed expenditures.



# Nearly All Intended Multiyear Transportation Funding Would be Maintained

## Governor's Proposed Transportation Budget Solutions

2021-22 Through 2027-28 (In Billions)



TIRCP = Transit and Intercity Rail Capital Program and GGRF = Greenhouse Gas Reduction Fund.

LAO



# LAO Overarching Comments on Governor's Proposals

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## Proposed Approach Has Several Merits

- Continues to fulfill most state objectives.
- Focuses reductions on recent one-time augmentations.
- Does not reduce funding that has already been committed to specific projects.
- Utilizes available funds to sustain activities.
- Eliminates most planned General Fund for 2024-25 and the future.

## Certain Proposals Will Complicate Future Budget Decisions

- Proposed delays worsen out-year budget deficits, set expectations that may be hard to keep.
- Reliance on out-year GGRF makes assumptions about future priorities and revenues.

## Legislature Has Options for Additional or Alternative Budget Solutions

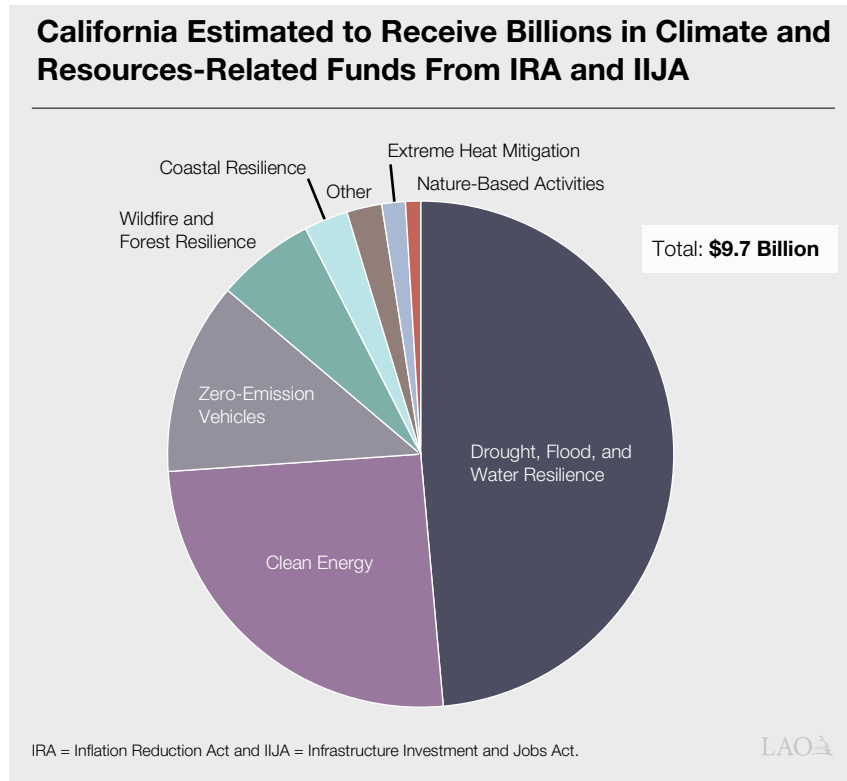
- Reduce remaining General Fund from 2024-25 and out-year plans.
- Reduce uncommitted prior-year and current-year funding. (This could require taking early action to pause program implementation and capture savings.)
- Use GGRF to preserve a different mix of priority programs.
- Use transportation special funds to replace General Fund.

## Other Considerations

- Governor gives precedence to administration's initiatives over legislative priorities.
- Information on program effectiveness is limited.
- Significant federal funds coming to California for similar activities.



## Update on Federal Funds



- Many of the federally funded activities are broadly similar to those supported by the state's programs.
- Federal programs typically do not provide an identical dollar-for-dollar replacement for state funds, as they may have different eligibility criteria or allowable uses.





## LAO Overarching Recommendations

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- Maximize General Fund savings by reducing significant one-time spending from the climate spending packages.
- Identify alternative and/or additional budget solutions.
- Consider taking early action to halt current-year spending and capture savings.
- Use GGRF to sustain the Legislature’s highest-priority activities.
- Minimize out-year commitments for both the General Fund and GGRF.
- Conduct robust oversight of spending and outcomes, and consider program evaluations.



# 2024 Referrals to the Transportation, Water and Infrastructure Committee

(For Review by TWIC at the March 11, 2024 Committee 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 implementation and ensure compliance with the single-use carryout bag ban consistent with Public Resources Code, Chapter 5.3 (resulting from Senate Bill 270 [Padilla — 2014]).~~ (subsumed into #5)
22. Monitor efforts at the State to revise school siting guidelines and statutes.
23. Monitor issues related to docked and dockless bike share programs.
24. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.
25. Monitor the County's conversion to solar/distributed energy systems.
26. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.

## Status Report: Referrals to the Transportation, Water, and Infrastructure Committee - 2023

DRAFT REVIEW: March 11, 2023 TWIC Meeting

Referral	Status
1. Review legislative matters on transportation, water, and infrastructure.	<ul style="list-style-type: none"> <li>• Recommended: continued staff/advocate support for AB540 (<b>February, December</b>)(Wicks), letter to Sen. Gonzalez re: SB1121, <b>February</b></li> <li>• Received report from Public Works staff on successful grant applications from the Infrastructure Investment and Jobs Act and budgeting scenarios to maximize funding. <b>April</b></li> <li>• Received and recommended approval of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) funded road projects <b>May</b></li> <li>• Recommended reappointment of Contra Costa representatives on the Regional Measure 3 Independent Oversight Committee <b>August</b></li> <li>• Received 2020-2022 Infrastructure Report <b>August</b></li> </ul>
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"> <li>• Reviewed and approved Caltrans Sustainable Transportation Planning Grant (<b>February, December</b>), Safe Streets and Roads for All (SS4A) grant program (<b>May</b>),</li> </ul>
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, water quality, supply and reliability, consistent with the Board of Supervisors adopted <i>Delta Water Platform</i> .	

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.	
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.	
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"> <li>Received an update on the HCP and recommended a report to the BOS. <b>August</b></li> </ul>
12. Monitor the implementation of the County Complete Streets, Active Transportation, and Vision Zero Policies.	
13. Monitor and report on the Underground Utilities Program.	<ul style="list-style-type: none"> <li>Reviewed and made recommendations in response to a request from the Alamo Improvement Association to the County to host and maintain a Pipeline Information Center website.(Also referral #16) <b>May</b></li> </ul>
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"> <li>Reviewed and made recommendations in response to a request from the Alamo Improvement Association to the County to host and maintain a Pipeline Information Center website. (Also referral #13) <b>May</b></li> </ul>
<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"> <li>Reviewed and recommended the BOS approve CCTA actions relative to Measure X Funding MOU obligations and the form the of the coordinating entity recommended in the Accessible Transportation Strategic Plan. <b>February, December</b></li> <li>Olympic Corridor Trail Connector Study: Added to referrals (<b>February</b>), received report, provided direction to staff to make progress on implementation. (<b>December</b>)</li> </ul>
<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 implementation and ensure compliance with the single-use carryout bag ban consistent with Public Resources Code, Chapter 5.3 (resulting from Senate Bill 270 [Padilla – 2014]).</p>	

Referral	Status
22. Monitor efforts at the State to revise school siting guidelines and statutes.	
23. Monitor issues related to docked and dockless bike share programs.	
24. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.	
25. Monitor the County's conversion to solar/distributed energy systems.	
26. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.	



# TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

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

## 2024 Meeting Schedule

DATE	Location*	TIME
February 12	<b>CANCELED</b>	9:30a.m.
March 11	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
April 8	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
May 13	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
June 10	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
July 8	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
August 12	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
September 9	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
October 7	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
November TBD	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.
December 9	Remote Meeting   ZOOM Physical Location TBD – <i>see agenda for details</i>	9:30a.m.

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

**For Additional Information Contact:**

John Cunningham, Committee Staff  
Direct Line: 925-655-2915  
Main Transportation Line: 925-655-7209  
John.Cunningham@dcd.cccounty.us



COMMISSIONERS

Newell Arnerich,  
Chair

Lamar Hernandez-  
Thorpe, Vice Chair

Ken Carlson

Paul Fadelli

Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

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Scott Perkins

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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Sai Midididdi, TVTC  
John Nemeth, WCCTAC  
Sivakumar Natarajan, LPMC

From: Timothy Haile, Executive Director

Date: March 5, 2024

Re: Items of interest for circulation to the Regional Transportation Planning  
Committees (RTPCs)

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At its February 21, 2024 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- A. Regional Measure 3 (RM3) Allocation Request Concurrence – Approval of Resolution 24-06-P Concurring with the Allocation of RM3 Funds for the Interstate 580 Richmond Parkway Interchange Operational Improvements Project (Project)

*Action: The Authority Board approved Resolution 24-06-P, which concurs with the RM3 allocation request in the amount of \$950,000, for the Project in the City of Richmond. This allocation will fund the Project Initiation Document, environmental, and preliminary engineering for the Project.*

- B. Innovate 680 – Interstate 680 Part-Time Transit Lane/Transit Bus on Shoulder Testing and Training at GoMentum Station (Project 8009.03) – Authorization to Execute Agreement No. 683 with Kimley-Horn and Associates, Inc. (KHA) for Environmental and Engineering Services



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*Action: The Authority Board authorized the Chair to execute Agreement No. 683 with KHA in the amount of \$637,000, for environmental and engineering services, and to allow the Executive Director or designee to make any non-substantive changes to the language.*

- C. State Route 4 Mokelumne Bike Trail/Pedestrian Overcrossing (Project 5002b) – Approval to Increase the Construction Allotment for Agreement No. 561 with Joseph J. Albanese for Construction Services

*Action: The Authority Board approved Resolution 21-41-P (Rev 3), which will increase the construction allotment amount by \$600,000, for a new total construction allotment value of \$10,934,257, to provide additional construction services.*

- D. StreetLight Subscription Cost Share – Authorization to Execute Amendment No. 3 to Memorandum of Understanding (MOU) No. 80.09.02 with Cities/Town Participating in the Cost Share for the StreetLight Subscription to Add Contra Costa County.

*Action: The Authority Board authorized the Chair to execute Amendment No. 3 to MOU No. 80.09.02 between the Authority and jurisdictions participating in the cost share for the StreetLight Multi-Domain License and to allow the Executive Director or designee to make any non-substantive changes to the language.*

- E. One Bay Area Grant Cycle 3 Project - Contra Costa Countywide Safe Routes to Schools (SRTS): Bicycle/Pedestrian Safety Education and Encouragement Program (Project) – Authorization to Execute Agreement No. 679 with Contra Costa County (County), Agreement No. 684 with the City of San Ramon (City), and Approval of Resolution 21-22-G (Rev 1) to Reallocate the Previously Allocated Measure J Program 17 Funds as the City's Local Match for the Project

*Action: The Authority Board approved Resolution 21-22-G (Rev 1) to reallocate the previously allocated Measure J Program 17, Commute Alternatives funds to the Project as the City's local match obligation, authorization for the Chair to execute Agreement No. 679 with the County in the amount of \$1,768,060 for the implementation of the Project at public K-12 schools in unserved areas of West County and public high schools in East and Central County and Agreement No. 684 with the City in*

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*the amount of \$936,920 for the implementation of the Project at public K-12 schools in Alamo, Town of Danville, and the City.*

- F. Authorization to Execute Funding Agreement No. 08C.08 with Central Contra Costa Transit Authority (County Connection) for Innovative Deployments to Enhance Arterials Grant – Central Transit Signal Priority (TSP) System

*Action: The Authority Board authorized the Chair to execute Funding Agreement No. 08C.08 with County Connection for partial reimbursement of the SWIFTLY subscription costs for one year, in the amount of \$20,000, for the central TSP system, and to allow the Executive Director or designee to make any non-substantive changes to the language.*

- G. Connected Vehicle and Autonomous Vehicle Program – Approval to Utilize Fund Exchange Reserve (FER) Funds to Support GoMentum Station and Seek Input on the Draft Master Cooperative Agreement

*Action: Staff provided an overview of the draft master cooperative agreement and sought input from the Authority Board related to the framework and terms of the agreement. The Authority Board approved Resolution 24-09-P, which will utilize FER funds in the amount of \$1 million, to support transition activities and operations at GoMentum Station.*

- H. Approval to Issue an Urban Limit Line (ULL) Policy Advisory Letter to Local Jurisdictions

*Action: The Authority Board approved transmitting an Annual ULL Policy Advisory Letter to all Contra Costa County jurisdictions.*

- I. Approval of Fiscal Year (FY) 2024-25 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan

*Action: The Authority Board approved Resolution 24-07-G, incorporating the Authority's FY 2024-25 TFCA Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,841,290, and authorization for the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.*