



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Legislation Committee

*Chair, Julie Pierce, Vice Mayor, City of Clayton*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, November 8, 2019

9:40 AM

Board Room - 1st Floor

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#### Association of Bay Area Governments Legislation Committee

##### Special Meeting

The ABAG Legislation Committee may act on any item on the agenda.

The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:40 a.m.,  
or immediately following the preceding committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

##### Roster

Jesse Arreguin, David Cortese, Pat Eklund, Scott Haggerty, Dave Hudson, Karen Mitchoff,  
Julie Pierce, David Rabbitt, Belia Ramos

#### 1. Call to Order / Pledge of Allegiance / Roll Call / Confirm Quorum

#### 2. ABAG Legislation Committee Consent Calendar

- 2.a. [19-1223](#) Approval of ABAG Legislation Committee Minutes of September 13, 2019

Action: ABAG Legislation Committee Approval

Presenter: Clerk of the Board

Attachments: [Item 02a Minutes 20190913 Draft.pdf](#)

#### 3. MTC Legislation Committee Consent Calendar

- 3.a. [19-1160](#) Approval of MTC Legislation Committee Minutes of the October 11, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [3a MTC LEGIS Minutes Oct 11 2019.pdf](#)

#### 4. Information

4.a. [19-1162](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a Tom Bulger's DC Report Oct 2019.pdf](#)

4.b. [19-1161](#) 2020 Draft Joint Advocacy Program

Draft of the joint MTC/ABAG 2020 Advocacy Program.

Action: Information

Presenter: Rebecca Long

Attachments: [4b Draft Advocacy Program.pdf](#)  
[4b Handout Correspondence.pdf](#)

#### 5. Public Comment / Other Business

*Information*

#### 6. Adjournment / Next Meeting

*The next special ABAG Legislation Committee meeting is on December 13, 2019.*

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1223      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 10/21/2019      **In control:** ABAG Legislation Committee  
**On agenda:** 11/8/2019      **Final action:**  
**Title:** Approval of ABAG Legislation Committee Minutes of September 13, 2019  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [Item 02a Minutes 20190913 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Legislation Committee Minutes of September 13, 2019

Clerk of the Board

ABAG Legislation Committee Approval



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Minutes - Draft

### ABAG Legislation Committee

*Chair, Julie Pierce, Vice Mayor, City of Clayton*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

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Friday, September 13, 2019

9:40 AM

Board Room - 1st Floor

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#### Association of Bay Area Governments Legislation Committee

##### Special Meeting

The ABAG Legislation Committee may act on any item on the agenda.

The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:40 a.m.,  
or immediately following the preceding committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

##### Location

Bay Area Metro Center, 375 Beale Street, 1st Floor, Board Room, San Francisco, California

##### Teleconference Location

Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California  
70 W. Hedding Street, 10th Floor, Office of Supervisor Chavez, San Jose, California

##### Roster

Jesse Arreguin, David Cortese, Pat Eklund, Scott Haggerty, Dave Hudson, Karen Mitchoff,  
Julie Pierce, David Rabbitt, Belia Ramos

#### 1. Call to Order / Roll Call / Confirm Quorum

Chair Pierce called the meeting to order at about 11:23 a.m. The following committee member participated by teleconference: Ramos. Quorum was present.

**Present:** 8 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Pierce, Rabbitt, and Ramos

**Absent:** 1 - Mitchoff

#### 2. ABAG Legislation Committee Consent Calendar

Mitchoff joined the meeting.

Upon the motion by Eklund and second by Arreguin, the ABAG Legislation Committee approved the Consent Calendar. The motion passed unanimously by the following roll call vote:

**Aye:** 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

- 2.a. [19-0957](#) Approval of ABAG Legislation Committee minutes of July 12, 2019

### 3. MTC Legislation Committee Consent Calendar

The MTC Legislation Committee took action on this item.

- 3.a. [19-0913](#) Approval of MTC Legislation Committee Minutes of the July 12, 2019 Meeting
- 3.b. [19-0946](#) SB 277 (Beall): Local Partnership Program
- 3.c. [19-0948](#) AB 1142 (Friedman): Transportation Planning and Transportation Network Companies

### 4. State Legislation

- 4.a. [19-0916](#) 2019 Legislative Update on Priority Bills

Overview of the 2019 state legislative session, with a focus on bills for which MTC and ABAG have taken a position.

Rebecca Long gave the staff report.

### 5. Federal Legislation

- 5.a. [19-0947](#) Federal Surface Transportation Bill Update

Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

Georgia Gann Dohrmann gave the staff report.

- 5.b. [19-0917](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Randy Rentschler gave the staff report.

### 6. Public Comment / Other Business

There was no public comment.

## **7. Adjournment / Next Meeting**

Chair Pierce adjourned the meeting at about 11:48 a.m.

The next special meeting of the ABAG Legislation Committee is on October 11, 2019.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1160      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 10/2/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 11/8/2019      **Final action:**

**Title:** Approval of MTC Legislation Committee Minutes of the October 11, 2019 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a MTC LEGIS Minutes Oct 11 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Approval of MTC Legislation Committee Minutes of the October 11, 2019 Meeting

**Recommended Action:**

MTC Legislation Committee Approval

**Attachments:**





# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Minutes - Draft

### Legislation Committee

#### *Committee Members:*

*Jake Mackenzie, Chair      Sam Liccardo, Vice Chair*

*Damon Connolly, Dave Cortese, Anne W. Halsted, David  
Rabbitt, Warren Slocum, James P. Spering*

*Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner*

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Friday, October 11, 2019

9:35 AM

Board Room - 1st Floor

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#### 1. Roll Call / Confirm Quorum

**Present:** 6 - Vice Chair Liccardo, Commissioner Connolly, Commissioner Halsted,  
Commissioner Rabbitt, Commissioner Spering, and Chair Mackenzie

**Absent:** 2 - Commissioner Cortese, and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacomini and Commissioner Stracner

Non-Voting Member Absent:

Ex Officio Voting Members Present: Commission Chair Haggerty and

Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Dutra-Vernaci, Commissioner Josefowitz, and  
Commissioner Worth

#### 2. Consent Calendar

**Upon the motion by Commissioner Connolly and second by Commissioner  
Halsted, the Consent Calendar was unanimously approved. The motion carried  
by the following vote:**

**Aye:** 6 - Vice Chair Liccardo, Commissioner Connolly, Commissioner Halsted,  
Commissioner Rabbitt, Commissioner Spering and Chair Mackenzie

**Absent:** 2 - Commissioner Cortese and Commissioner Slocum

**2a.**     [19-1042](#)     Approval of the Minutes of the September 13, 2019 Meeting

**Action:**     Committee Approval

**Attachments:**     [2a MTC LEGIS Minutes Sept 13 2019.pdf](#)

**2b. [19-1044](#) Legislative History**

Detailed list of bills the Commission is tracking in Sacramento and Washington D.C., including those ABAG or MTC supports or opposes.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [2b\\_Handout\\_October\\_LegisHistory\\_State and Federal.pdf](#)

**3. State and Federal Legislation****3a. [19-1045](#) 2019 Legislative Scorecard**

Overview of legislative outcomes relative to the joint MTC / ABAG 2019 Advocacy Program.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [3a\\_2019 Legislative Scorecard.pdf](#)  
[3a\\_Handout\\_2019 Legislative Scorecard Final.pdf](#)

**3b. [19-1046](#) Tom Bulger's Report**

Report from Washington, D.C. advocate.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3b\\_Tom Bulger's DC Report\\_Sept\\_2019.pdf](#)

**4. Federal Advocacy****4a. [19-1132](#) 2020 Federal Advocacy Representation**

Overview of staff's proposal to transition our federal representation via a competitive procurement.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [4a\\_Federal Advocacy Update.pdf](#)

**5. Public Comment / Other Business**

**6. Adjournment / Next Meeting**

**The next meeting of the MTC Legislation Committee will be Friday, November 8, 2019  
9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1162      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 10/2/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 11/8/2019      **Final action:**

**Title:** Tom Bulger's Report

Report from Washington, D.C. advocate.

**Sponsors:****Indexes:****Code sections:****Attachments:** [4a\\_Tom Bulger's DC Report\\_Oct\\_2019.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Tom Bulger's Report

Report from Washington, D.C. advocate.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

**November 8, 2019**

**Agenda Item 4a**

**Tom Bulger's Report**

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**Subject:** October 2019 Report from Washington, D.C. advocate.

**Recommendation:** Information

**Attachments:** Attachment A: Tom Bulger's Report – October 2019



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Therese W. McMillan

## October 2019 Monthly Washington, D.C. Report



**To:** Therese W. McMillian, Executive Director

**From:** Tom Bulger, President GRI

**Date:** October 28, 2019

**RE:** Monthly Report for October 2019

October was a relatively slow month in Washington, D.C. as Congress was not in session for two weeks. However, there were some important transportation-related developments, which are described below:

- **Another Continuing Resolution is Expected**
- **Senate Working on Fiscal Year 2020 Appropriations Bills**
- **Transit and Highway Cuts May Be Mitigated**
- **House Committee Hearing on Transportation Safety and Security**
- **Meetings**

### **Another Continuing Resolution is Expected**

The government's current continuing resolution (CR) expires on November 21, 2019. The chances that the Senate will complete all 12 appropriations bills, including the Transportation, Housing and Urban Development and Related Agencies (THUD) bill, look dim. Further, even if the Senate can pass their spending bills, working out differences with the House-passed bills may not happen by the November 21, 2019 deadline.

We are hearing that another CR lasting until December 2019 or early 2020 may be enacted. Another possibility is that the President shuts the government down in response to the impeachment inquiry.

### **Senate Working on Fiscal Year 2020 Appropriations Bills**

Last week, the Senate worked on a package of four appropriations bills, including the THUD bill. Passage is probable this week if all goes smoothly.

Currently, there are approximately 200 amendments that have been filed. The most challenging is an amendment by Senate Environment and Public Works Committee Chairman John Barrasso (R-Wyo.) that would repeal the \$7.6 billion rescission in federal highway funding that will be triggered next July 1, 2020. As a reminder, the last surface transportation authorization included this highway funding rescission in order to make the bill pencil out, at least in theory. Many transportation stakeholders have for years been urging Congress to repeal the rescission. If the rescission is repealed via the THUD bill, then it would put the bill \$7.6 billion over budget and could trigger government wide sequestration. This makes an appropriations bill an unlikely vehicle for repealing the rescission, but, as described below, we have heard that Congress may use another must-pass vehicle—the National Defense Authorization Act—to fix the issue, as noted below.

Of note, Senator Dianne Feinstein (D-Calif.) has an amendment that would prevent the Administration from taking back previously awarded high-speed rail funds.

### **Transit and Highway Cuts May Be Mitigated**

In a bit of good news, we have heard that Congress will likely use the appropriations process to avoid an across-the-board 12 percent cut to federal transit programs that would otherwise occur because of a budgetary rule. In short, Highway Trust Fund (HTF) spending isn't allowed to exceed projected revenues and, once again, we're nearing the brink of HTF insolvency. The Mass Transit Account will run out of money first, so the short-term fix is only needed on the transit side. The House included a provision to avoid a cut in their THUD bill and, though a similar provision is not included in the Senate's bill, we have heard that support is building to ensure that a fix makes it into the final compromise spending bill.

Additionally, reports have identified that a repeal of the \$7.6 billion highway funding rescission could be attached to the 2020 National Defense Authorization Act (S.1790), which is currently in a House-Senate Conference Committee. Also in play in the defense bill conference is a provision that would cut federal mass transit funding to transit agencies that buy Chinese railcars and buses. The defense bill is operating under a December 31 reauthorization deadline.

### **House Committee Hearing on Transportation Safety and Security**

On October 16, 2019, I attended a House Subcommittee on Highways and Transit about Transportation Safety and Security. The hearing focused on transportation network companies (TNCs). Uber and Lyft declined to testify. Congress can't regulate TNC's as this is the province of state and local governments.

### **Meetings**

Continuous meetings with U.S. Conference of Mayors staff concerning building a case with the House Transportation and Infrastructure Committee to include in their Fixing America's Surface Transportation Act reauthorization a long-standing MTC priority—increased Surface Transportation Program Block Grant funding to metropolitan areas over 200,000 population.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1161      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/2/2019      **In control:** Joint MTC Legislation Committee and ABAG  
Legislation Committee  
**On agenda:** 11/8/2019      **Final action:**  
**Title:** 2020 Draft Joint Advocacy Program

Draft of the joint MTC/ABAG 2020 Advocacy Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b Draft Advocacy Program.pdf](#)  
[4b Handout Correspondence.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

2020 Draft Joint Advocacy Program

Draft of the joint MTC/ABAG 2020 Advocacy Program.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**

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

November 8, 2019

Agenda Item 4b

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**2020 Draft Joint Advocacy Program**

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**Subject:** Draft of the joint MTC/ABAG 2020 Advocacy Program.

**Overview:** Attached is the first draft of the joint MTC/ABAG Advocacy Program for 2020. We have updated the format this year to provide high level goals in order to provide a clearer statement about our agency's policy priorities, including in areas where we may not have a specific proposal in mind, but believe it should be a legislative priority. Such goals can be a helpful to staff as bills are introduced as well as sending a signal to our regional and statewide partners as well as the Bay Area delegation as to our priorities and potential opportunities for partnership.

Staff is in the early phase of this process. As done in prior years, we have convened MTC's Partnership Legislative Committee—comprised of legislative staff from cities, transit agencies and Bay Area county transportation agencies and other interested parties—to hear about their priorities and, later this month, we are hosting an annual meeting with staff from Regional Transportation Planning Agencies across the state to share this draft program and hear about what other organizations are prioritizing next year. We plan to present the draft to the Policy Advisory Council and the ABAG Regional Planning Committee at their meetings in November and January. Based on discussion at your meeting and additional feedback received, staff will prepare a final 2020 Advocacy Program for your consideration at another joint ABAG/MTC Legislation Committee meeting in January, prior to final approval by the Commission and Executive Board. We look forward to hearing your feedback.

**Attachments:** Attachment A: 2020 Draft Advocacy Program



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Therese W. McMillan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## 2020 DRAFT ADVOCACY PROGRAM



Association of  
Bay Area Governments

### State Advocacy Goals and Proposals

1. **Housing:** Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.

A. Increase funding available for affordable housing and other supportive infrastructure

Monitor and support efforts to provide additional state resources for housing and other infrastructure to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident's quality of life. Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom.

B. Support upzoning near public transit and jobs-rich areas

Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee's recommendations from May 2019, which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.

C. Lower barriers to new housing or transportation tax measures

Support ACA 1 (Aguiar-Curry)—which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent.

<b>2. Transportation Funding:</b> Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.	
Regional transportation revenue ballot measure	Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. Support a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.
Zero emission bus mandate	Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state's Innovative Clean Transit rule.
Equitable access to transportation	Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services).
<b>3. Public Transit:</b> Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.	
Transportation Development Act (TDA) performance standards update	Partner with the California Transit Association in its efforts to update California's current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.

4. <b>Project Delivery:</b> Support strategies to speed up the delivery of transportation projects.	
Flexibility in Contracting & Public Private Partnerships	Support efforts to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies.
5. <b>Congestion Relief:</b> Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.	
6. <b>System Effectiveness:</b> Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.	
A. Improve toll collection & enforcement	Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.
B. Reduce credit card fraud at clipper vending machines	In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.
C. Improve HOV and Express Lanes Performance	Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.

<p>7. <b>New Mobility:</b> Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to support improved transit access. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. <b>Climate Change &amp; Resilience:</b> Support funding and policy strategies to help achieve and better coordinate state and regional climate goals and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	
<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>

9. <b>Safety:</b> Improve roadway safety for all users	
Vision Zero	Monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.

Federal Advocacy Goals and Proposals	
1. <b>Reauthorization:</b> Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Raise New Revenues &amp; Grow Existing Programs:</b> Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area.</li> <li>2. <b>FAST Act Updates:</b> Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.</li> <li>3. <b>21<sup>st</sup> Century Challenges and Opportunities:</b> Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.</li> </ol>

<b>2. Appropriations:</b> Support robust transportation and housing appropriations	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area's next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
<b>3. Transportation Innovation:</b> Support policies that enable technological innovations to improve mobility, while protecting the public's interest	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), support strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.
<b>4. Air Quality/Climate Protection:</b> Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.	



**5. Access to Health Care:** Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.



November 7, 2019

Attention: Joint MTC Legislation Committee & ABAG Legislation Committee  
Re: Agenda Item #4B, 2020 Draft Joint Advocacy Program

Honorable MTC Commissioners and ABAG Executive Board Members,

Thank you for considering an overview of the 2020 Draft Joint Advocacy Program, since there are important issues relating to transportation and housing that will be before the state legislature this coming year.

**We request that “Institutional reforms to advance a seamlessly integrated transit system” be listed as a distinct initiative of MTC/ABAG’s 2020 Joint Advocacy program, and not just as part of advocacy regarding a Regional Ballot Measure.**

The Bay Area’s present transit system is experiencing major challenges, including declining per capita ridership and increased competition from new forms of mobility. Bay Area transit provides fragmented and cumbersome experiences for users, making public transportation uncompetitive with driving; and it does not make the most effective use of taxpayer resources that are available. Major capital projects routinely have cost overruns, are delivered years late, and do not deliver seamless connections among modes.

Based in over two years of research and interviews with leaders across the Bay Area, our organization, Seamless Bay Area believes that institutional reforms are urgently needed to support seamlessly integrated planning and operations of the public transportation system. The public is hungry for change. Over 1,250 members of the public have signed a petition in support of seven “Seamless Transit Principles”, one of which is “Prioritize reforms to create a seamless network”. The Seamless Transit Principles (see Attachment) have been endorsed by over a dozen organizations, including SPUR and TransForm and one city, the City of Berkeley.

We are glad to see that there is a sentence embedded within the line item on a Regional Transportation Revenue Ballot Measure that calls for “reforms to support the efficient management and seamless operation of our transportation system.” However, given the complexities of pulling together a regional funding measure, such a funding measure may happen later than 2020.

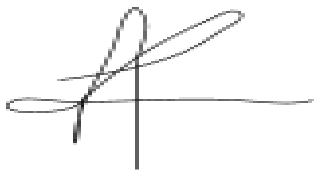
Advocacy for institutional reforms to create a seamless system has independent value and shouldn't be contingent on a regional funding measure. In the event that a regional transportation funding measure occurs later than 2020, it would be beneficial to initiate institutional reforms sooner, so that when there is a large amount of new funding, the public can have confidence that the funding will be spent efficiently to create a seamlessly integrated, high-performing system.

**We therefore request that “Institutional reforms to advance a seamlessly integrated transit system” be a distinct initiative of MTC/ABAG’s 2020 Joint Advocacy program, as its own line item, to advance and monitor regardless of whether a legislation enabling a Regional Funding Measure occurs in 2020.**

Thank you very much for your consideration,

A handwritten signature in black ink, appearing to read "Ian Griffiths". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ian Griffiths  
Policy Director, Seamless Bay Area  
[www.seamlessbayarea.org](http://www.seamlessbayarea.org)

A handwritten signature in black ink, appearing to read "Adina Levin". The signature is stylized, with a large, looped initial "A" and a horizontal line extending to the right.

Adina Levin  
Advocacy Director, Seamless Bay Area  
[www.seamlessbayarea.org](http://www.seamlessbayarea.org)

Attachment: Seamless Transit Principles

## ATTACHMENT

### The Seamless Transit Principles Viewable at: [www.seamlesstransitprinciples.org](http://www.seamlesstransitprinciples.org)

*SUPPORTERS: Seamless Bay Area, SPUR, San Francisco Transit Riders, TransForm, Urban Habitat, City of Berkeley, Friends of Caltrain, Working Partnerships, Transport Oakland, Tech Equity Collaborative, 350 Bay Area, East Bay for Everyone, Peninsula for Everyone, TransitScreen, ARC Alternative + Renewable Construction*



#### 1) Run all Bay Area transit as one easy-to-use system

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.



#### 2) Put riders first

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.



#### 3) Make public transit equitable and accessible to all

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.



#### 4) Align transit prices and passes to be simple, fair, and affordable

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.



#### 5) Connect effortlessly with other sustainable transportation

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.



#### 6) Plan communities and transportation together

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.



#### 7) Prioritize reforms to create a seamless network

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!



# City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

**THOMAS C. WILLIAMS**  
City Manager

November 7, 2019

Honorable MTC Commissioners and ABAG Executive Board Members  
Bay Area Metro Center  
375 Beale Street  
Suite 800  
San Francisco, CA 93105

**Re: Agenda Item #4B, 2020 Draft Joint Advocacy Program**

Honorable MTC Commissioners and ABAG Executive Board Members,

Thank you for considering an overview of the 2020 Draft Joint Advocacy Program. The City of Millbrae recognizes there are important issues relating to transportation and housing that will be before the state legislature this coming year.

As home to the largest multi-modal station west of the Mississippi and the only multi-modal station in San Mateo County, the City of Millbrae and transit customers experience the negative impacts associated with a fragmented transit system. The Millbrae station accommodates BART, Caltrain, Samtrans, rideshares, SFO Shuttles, private shuttles and a variety of other regional transit systems. Currently, these multiple transit agencies fail to provide an integrated and seamless transit system that is customer focused and out of compliance with the spirit and intent of MTC Resolution No. 3866. We are in agreement with Seamless Bay Area that:

***"Institutional reforms to advance a seamlessly integrated transit system" be listed as a distinct initiative of MTC/ABAG's 2020 Joint Advocacy program, and not just as part of advocacy regarding a Regional Ballot Measure."***

As noted in Seamless Bay Area's letter of November 7, 2019 to MTC Commissioners, Bay Area transit provides fragmented and cumbersome experiences for users, making public transportation inconvenient, uncompetitive with driving; inefficient and not cost effective to tax payers and users. Major capital projects routinely have cost overruns, are delivered years later, and do not deliver seamless connections among modes. The California High Speed Rail exercise brings further light to these issues.

City Council/City Manager/City Clerk  
(650) 259-2334

Fire  
(650) 558-7600

Building Division/Permits  
(650) 259-2330

Police  
(650) 259-2300

Community Development  
(650) 259-2341

Public Works/Engineering  
(650) 259-2339

Finance  
(650) 259-2350

Recreation  
(650) 259-2360



We further agree with Seamless Bay Area that institutional reforms are urgently needed to support a seamlessly integrated planning and operations of the public transportation system and support the sentence embedded within the line item on a Regional Transportation Revenue Ballot Measure calling for "reforms to support the efficient management and seamless operation of our transportation system." Ironically, this is what is prescribed in MTC Resolution No. 3866 but has yet to come to fruition. We are skeptical that an integrated seamless program can be achieved in time for a 2020 funding measure.

Institutional reforms to create a seamless system are needed now. Reforms should not be dependent on a regional funding measure. Any future legislation or resolutions should not deconstruct intermodal centers or transportation hubs or discourage commuter access to transportation; nor contradict the MTC Transit Connectivity Plan that places a high priority on improvements that:

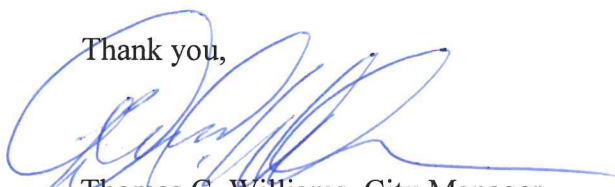
- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

Additionally, the multitude of transit agencies should be held more accountable. We request that MTC look at measures and reporting metrics to hold transit operators accountable to the riders, commuters, tax paying public as well as trip reductions and lowering of greenhouse gas emissions. This can be accomplished similar to the legislation adopted at the State level to ensure the reporting of safety and accountability of the Bay Area Water system.

We are also in agreement with Seamless Bay Area and request that:

***"Institutional reforms to advance a seamlessly integrated transit system" be a distinct initiative of MTC/ABAG's 2020 Joint Advocacy program, as its own line item, to advance and monitor regardless of whether a legislation enabling a Regional Funding Measure occurs in 2020.***

Thank you,



Thomas C. Williams, City Manager  
City of Millbrae

CC: Millbrae City Council  
Therese McMillian, MTC Executive Director