

C/CAG

City/County Association of Governments of San Mateo County

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MEETING AGENDA

C/CAG Legislative Committee

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

<p>Date: Thursday, June 13, 2024</p> <p>Time: 5:30 p.m.</p> <p>Primary Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2nd Fl. Auditorium, San Carlos, CA</p>	<p>Join by Webinar: https://us02web.zoom.us/j/87348031641?pwd=z9Fs2U_wXZEUNuoxb2RR8F5aFedLQ.ghQaRlvi64pjaDov</p> <p>Webinar ID: 873 4803 1641</p> <p>Password: 061324</p> <p>Join by Phone: (669) 900-6833</p>
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Chair: Gina Papan **Vice Chair:** Sue Vaterlaus

Members: Tygarjas Bigstyck, Karen Cunningham, Anders Fung, Elizabeth Lewis, Lisa Gauthier, Stacey Jimenez, Adam Rak (C/CAG Chair), Michael Salazar (C/CAG Vice Chair)

This meeting of the Legislative Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

Meeting Agenda

1.	Call to Order	Rak	
2.	Roll call	Bogert	
3.	Public comment on related items not on the agenda.	Rak	
4.	Review and approve the Legislative Committee meeting minutes from the meeting held on May 9, 2024.	Action Bogert	Pages 4-7
5.	Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)	Possible Action Robinson/Antwih/Shaw Rak	Pages 8-15
6.	Adjournment	Rak	

Next Meeting: July 11, 2024

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records. ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the C/CAG Board, members of the public may address the Board as follows:

WRITTEN COMMENTS: Written comments should be emailed in advance of the meeting. Please

read the following instructions carefully:

1. Your written comment should be emailed to kspringer@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the RMCP Committee members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the RMCP Committee members and included in the administrative record of the meeting as soon as practicable.

SPOKEN COMMENTS: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee during the agenda item titled “Public Comment on Items Not on the Agenda.” Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again. At the call of the Chair, public comments will be taken in-person and remote. Public comments will be taken first by speakers in person followed by via Zoom. If you have documents you wish to distribute to the Committee and include in the official record, please hand it to the C/CAG Staff who will distribute the information to the Committee members and staff. *Those participating remotely will:

1. Access the meeting through Zoom at the online location or via phone as indicated at the top of this agenda.
2. Download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. Enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. Click on “raise hand” when the C/CAG Clerk or Chair calls for the item on which you wish to speak. The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted. If you have any questions about this agenda, please contact C/CAG staff:

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier: scharpentier@smcgov.org

Transportation Systems Coordinator: Kim Springer at kspringer@smcgov.org

Administrative Assistant: Mima Guilles (650) 599-1406

C/CAG AGENDA REPORT

Date: June 13, 2024

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on May 9, 2024.

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on May 9, 2024.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, May 9, 2024

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes
May 9, 2024 Meeting**

Staff and Guests Attending:

C/CAG Staff:

Kim Springer, Sean Charpentier, Kaki Cheung, Mima Crume, Susy Kalkin, Audrey Shiramizu, Van O Campo, Eva Gaye, Reid Bogert

Legislative Consultant:

Andrew Antwih, Matt Robinson

Others Attending:

Marc Hershman

1. Call to Order.

Chair Rak called the meeting to order at approximately 5:31 p.m.

2. Roll call.

C/CAG staff conducted roll call, and a quorum of nine was eventually present.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Brisbane	Karen Cunningham	X	
East Palo Alto	Lisa Gauthier	X	
Foster City	Stacey Jimenez	X	
Millbrae	Gina Papan (Vice Chair)	X	
Millbrae	Anders Fung		
Pacifica	Sue Vaterlaus	X	
Pacifica	Tygarjas Bigstyck	X	
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak (Chair)	X	

3. Public comment on related items not on the agenda.

There were no written or public comments.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on April 11, 2024.

The Committee approved the meeting minutes from the April 11, 2024 C/CAG Legislative Committee Meeting. Member Lewis motioned approval, seconded by Member Salazar. A vote was taken. Motion passed (8,0,0).

5. Election of Legislative Committee Chair and Vice Chair.

The Committee nominated and voted on the positions of Chair and Vice Chair. At the April Committee meeting, Chair Rak requested to step down from Chair of the Committee, since he became Chair of the C/CAG Board. Member Lewis nominated Member Papan for Chair, seconded by Member Gauthier. A roll call vote was taken, (9,0,0). A nomination for Member Vaterlaus to be Vice Chair was made by Member Jimenez, seconded by Member Cunningham. A roll call vote was taken, (9,0,0)

6. Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

C/CAG Legislative Consultant, Matt Robinson from Shaw Yoder Schmeltzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet. Robinson updated the Committee on timing of bills in the legislative session and the upcoming May revise to be delivered by the Governor, the plan for addressing an expected deficit.

Robinson then moved on to bills, starting with AB 1837 (Papan) – Bay Area Transit Coordination. After presentation and discussion, the Committee took a Support position, with Member Gauthier making the motion, seconded by Member Cunningham. A vote was taken, and passed (9,0,0).

Robinson continued with SB 1031 (Weiner) Transit Regional Measure. Additional presentation was made by Executive Direct Sean Charpentier, including positions of other agencies, initial revenue estimates (based on a SamTrans presentation), how the current writing of the legislation compares to C/CAG’s comments, and recommended modifications to that previous Oppose Unless Amended letter already sent to the legislature based on a decision by the Committee and the C/CAG Board at the April meeting. After considerable discussion, the Committee settled on amendments to the previous letter, including joint approval between the SMCTA and C/CAG for use of discretionary funds, amendment of the return to source formula to improve the outcome for San Mateo County, and that the cost of the consolidation opportunity study is not borne by funds from the measure, but rather be paid for from State funds. A motion was made by Member Cunningham, seconded by Member Rak. A role call vote was taken and passed (9,0,0).

Andrew Antwih, from SYASL, provided an update on AB 817 (Pacheco) Brown Act Advisory Bodies, which C/CAG Supports. Member Papan shared other regional efforts on housing.

7. Adjournment.

The meeting adjourned at approximately 6:27 P.M.

Next meeting is scheduled for May 9, 2024.

C/CAG AGENDA REPORT

Date: June 13, 2024

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

C/CAG staff recommend that the C/CAG Legislative Committee review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG’s State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important or interesting issues, and votes on positions taken by the Committee, or that arise out of the Committee meetings, are reported to the full C/CAG Board through this item.

At Legislative Committee meetings, held prior to the Board meetings, the Committee will mainly receive updates from the Consultant on State budget updates, and any additional information from Sacramento on bills discussed in the attached C/CAG Legislative Update. In addition, the consultant may discuss transportation funding and potential efforts to consolidate transportation agencies, or changes in legislative leadership and committee assignments.

The 2024 Legislative Session began when the legislature reconvened on January 3, 2024. Remaining two-year bills needed to pass to the opposite house by the end of January to move forward. The deadline for new bills was February 16, 2024. There were 1,505 bills introduced in the Assembly and 619 bills

introduced in the Senate, many of them “spot” bills. The Legislature returned from its spring recess on April 1 and had until April 26 to move budgeted legislation to fiscal review, with many bills put into a suspense file. Suspense file hearing will take place mid-May with a deadline to move to the next house by May 24. The 2024 Legislative Calendar can be found here: [2024 Legislative Calendar](#).

The attached report (Attachment 1) from the Consultant may include various updates from Sacramento with respect to the legislative timelines, State Budget, changes in leadership, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee and Board last met. The following actions were taken at past Legislative Committee and Board meetings:

- February 8, 2024 meeting: AB 1798 (Papan) Support – Stormwater contamination pilot, and SB 532 (Weiner) Oppose – Tolls increases to support transit. Letter on SB 532 was not sent.
- March 14, 2024 meeting: Voted to Table the SB 532 letter, and voted to send a letter opposing the reversion of funds previously allocated in the State budget from ATP and REAP.
- April 11, 2024 meeting: A position of “Oppose Unless Amended” on SB 1031 (Wiener) – Regional Measure.
- May 9, 2024 meeting: Voted to maintain “Oppose Unless Amended” position on SB 1031, with additional comments to the initial letter sent in May. Voted to send a Support letter on AB 817 (Pacheco) – Brown Act and voted to Support SB 1037 (Papan) – Transit Coordination.

At this June meeting, the Legislative Committee will receive and update the on the state budget, the status of SB 1031 (Wiener) – Regional Measure, SB 1037 – Housing Element Enforcement, an update on the Climate Bond, and SB 915 (Cortese) – Autonomous Vehicle Service.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

Additional Information

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included informational links to the relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2024 calendar of legislative deadlines. Lastly, staff have also included links to the 2024 legislation websites for the San Mateo County delegates for information only.

Committee members may view the bills being tracked at the following link provided by SYASL: [C/CAG Bill Tracking](#)

ATTACHMENTS

1. C/CAG Legislative Update, May 29, 2024 from Shaw Yoder Antwih Schmelzer & Lange

Below are informational links:

2. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
3. [California State Association of Counties \(CSAC\) bill positions and tracking](#)
4. [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
6. [2024 California State Calendar of Legislative Deadlines](#)
7. San Mateo County Delegation
 - [Legislation from Assemblymember Marc Berman](#)
 - [Assemblymember Diane Papan](#)
 - [Legislation from Assemblymember Phil Ting](#)
 - [Legislation from Senator Josh Becker](#)
 - [Legislation Senator Scott Wiener](#)
8. Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
9. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



May 29, 2024

To: Board of Directors
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Silvia Solis Shaw
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – June 2024**

Legislative Update

The Legislature has been busy hearing bills in policy committees since returning from Spring Recess on April 1. Policy committees had until April 26 to hear bills with fiscal impacts and move them to the Appropriations Committees, where a total of 1,009 bills between the Senate and Assembly Appropriations Committee were placed on the suspense file. The suspense file hearings took place on May 16; the Senate had 341 measures on suspense, with 254 (75%) passing to the Senate Floor, and the Assembly had 668 measures on suspense, with 435 (65%) passing to the Assembly Floor. Bills must now move out of the first house by May 24 to meet the House of Origin legislative deadline. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

Legislature Reaches Budget Agreement

On May 29, it was [announced](#) that the Legislature had come to an agreement between the houses on the FY 2024-25 budget package. While details are still emerging, the Legislature is pushing back on several of the cuts proposed by the Governor, some of which C/CAG opposes, including cuts to the Regional Early Action Planning (REAP) 2.0 program and the Active Transportation Program. The Legislature has also agreed to maintain funding for critical grade separation projects and funding for transit agencies facing fiscal cliffs, including the commitment of \$1.2 billion to the MTC region. We expect the budget committees to hear the proposals the week of May 27, with floor votes coming as early as the week of June 3. It should be noted that this is the Legislature’s version of the budget, allowing the Legislature to meet the June 15 deadline for passing a budget. Negotiations with the Administration will commence in short order and ultimately, the Governor will have to approve the final budget package, ideally before the start of the fiscal year beginning July 1.

SB 1031 - Regional Measure

As you are aware, the effort to authorize a regional transportation funding measure for voter consideration is ensconced in SB 1031 (Wiener and Wahab). This bill is the vehicle of the authorization legislation for the Bay Area regional transportation funding measure and includes requirements for a

transit consolidation study. SB 1031 includes various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identifies the funding priorities for the revenue generated from the measure, focusing on transit operations and transformation, safe streets and pothole repair, connectivity/mobility improvements, and climate resilience.

SB 1031 also includes provisions for transit governance and targets for transit operations (common fare payments/structures, acceptance of a regional transit pass, a common fare transfer policy, etc.), many of which stem from recent Seamless Bay Area efforts. The bill would establish clear control for MTC over both historical transit formula funding (STA), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets. The bill also includes a maintenance of effort provision to access regional measure funds.

On May 17, substantive amendments went into print as the bill passed the Senate Appropriations Suspense File. Those amendments are listed below:

- Requires MTC to develop an expenditure plan with impacted counties and have the plan approved by transportation agencies in a majority of counties impacted by the measure and a majority of the population of the impacted counties.
- The amendments require, after the first five years, that the return to source go from 70 percent to 90 percent across the funding categories described above.
- Prohibits the placement of a ballot measure in Marin or Sonoma counties until November 2028 and dictates that if these counties opt to place the regional measure on the ballot and have not yet passed the SMART tax measure, a minimum amount of revenues equal to the existing SMART tax go to SMART.
- Requires MTC, on or before April 1, 2025, to amend or update its regional transportation plan to include the extension of rail transit service operated by the Sonoma-Marín Area Rail Transit District within the transportation network identified in the sustainable communities strategy and within the financial element.

Bills of Interest

SB 450 (Atkins) Updates to Ministerial Approvals for Parcel Subdivisions (SB 9) – C/CAG OPPOSE

This bill would make several changes to the ministerial approval process created by SB 9 for a housing development of no more than two units in a single-family zone (duplex), the subdivision of a parcel zoned for residential use into two parcels (lot split), or both by requiring that that an application for a duplex or a lot split shall be considered and approved or denied within 60 days from the date the local agency receives a completed application. If the local agency has not approved or denied the application in that timeframe, it shall be approved. This bill also states that if a local agency denies an application for a duplex or lot split, the permitting agency shall return in writing a full set of comments to the application with a list of deficient items and a description of how the application can be remedied by the applicant. This bill would also prohibit a local agency from imposing objective zoning standards, objective subdivision standards, and objective design standards that do not apply uniformly to developments within the underlying zone.

SB 532 (Wiener) Bridge Toll Increase – C/CAG OPPOSE

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need.

SB 915 (Cortese) Autonomous Vehicles

This bill would authorize a city with a population of 250,000 or more that has an approved autonomous vehicle service, defined to mean conducting commercial passenger service or engaging in commercial activity using driverless vehicles authorized to operate by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency, to enact an ordinance within that jurisdiction. The bill would require each city that enacts an ordinance to include certain provisions, including a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes reasonable vehicle caps and hours of service restrictions. The bill would also authorize a city with a population of less than 250,000 that shares a border with a larger city that has enacted an autonomous vehicle ordinance to enact an ordinance substantially consistent with that autonomous vehicle ordinance enacted by the larger city. The bill would also authorize these cities to levy service charges, fees, or assessments in the amount sufficient to pay for the costs of carrying out an ordinance enacted and grant oversight over fare structures.

SB 960 (Wiener) Complete Streets Projects on the State Highway System

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

SB 1037 (Wiener) Housing Element Enforcement

The Planning and Zoning Law requires a city or county to adopt a general plan that includes a housing element and requires the Department of Housing and Community Development (HCD) to determine

whether the housing element is in substantial compliance. The Planning and Zoning Law requires HCD to notify a local agency and, at its discretion, the Attorney General, that they are out of compliance with and in violation of state law. The Planning and Zoning Law also requires that an application for a housing development be subject to a specified streamlined, ministerial approval process if the development satisfies certain objective planning standards. This bill, in any action brought by the Attorney General for non-compliance, would subject the local agency to specified remedies, including a civil penalty between \$10,000 and \$50,000 per month, for each violation. The penalties would only apply when local land use decisions or actions are arbitrary, capricious, entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair. Any penalties collected would support the development of affordable housing located in the affected jurisdiction.

AB 817 (Pacheco) Brown Act – Advisory Bodies – C/CAG SUPPORT

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.

AB 1798 (Papan) Stormwater Runoff – C/CAG SUPPORT

This bill would require Caltrans and the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent toxic compounds generated from vehicle tires from entering salmon and steelhead trout bearing waters. The bill would require Caltrans' process to include a pilot project at an unspecified location to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration systems. ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

AB 1837 (Papan) Bay Area Transit Coordination – C/CAG SUPPORT

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit.

AB 1999 (Irwin) Electricity Rates

Under existing law, the Public Utilities Commission is required to authorize a fixed charge for default residential rates established on an income basis so that low-income ratepayers in each baseline territory would realize a lower average monthly bill without making any changes in usage by July 1, 2024. This bill would repeal these provisions and instead permit the PUC to authorize specific fixed charges for low-income customers enrolled in the California Alternate Rates for Energy (CARE) program and for customers account not enrolled in the CARE program, adjusted for CPI. The bill essentially allows usage-based rates to continue, but limits additional fixed charges for certain customers. ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

AB 2290 (Friedman) Bikeways

This bill would establish the Bikeway Quick-Build Project Pilot Program within the Caltran's maintenance program to expedite the development and implementation of bikeways on the state highway system and require Caltrans to develop guidelines for implementing bikeway quick-build projects. This bill

would also require that a bicycle facility identified for a street in an adopted bicycle plan or active transportation plan be included in a project funded by the RMRA that includes that street. Finally, AB 2290 would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less.

****Unless noted, all bills discussed above are still active. For a full list of the bills we are tracking for C/CAG, please click [here](#).***