

**Summary of Executive Group Recommendations on Policy Items related to
Transportation Revenue Measure (TRM) Enabling Legislation**

Policy Provisions for Inclusion in Enabling Legislation

Policy Topic	Summary	Source	Letter From...
Consolidation	Consolidation or Coordination study, <i>if included in the legislation</i> , should be funded with sources other than those generated by the revenue measure.	AC Transit	Claudia Burgos (AC Transit)
Equity	Recommend specific language be included in the legislation that specifies how the measure will ensure an equitable distribution of funds – including but not limited to factoring in ridership levels, operating costs and equity (i.e. disadvantaged communities served)	AC Transit	Claudia Burgos (AC Transit)
Governance	Add a transit seat, with voting powers, on the MTC (legislative change required). If transit is subject to mandates and the conditioning of funds, operators should be able to shape the policies that impact service and riders.	AC Transit	Claudia Burgos (AC Transit)
Transformation: Regional Transit Pass	If a regional transit pass is included in the revenue measure, structure the regional pass program in such a way so as to not diminish the \$7+ million in revenue AC Transit receives each year through our own EasyPass program.	AC Transit	Claudia Burgos (AC Transit)

General Transit-Supportive Policy Recommendations

Policy Topic	Summary	Source	Letter From...
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BART feeder bus funding	Seek a permanent legislative fix to the loss of BART feeder bus funding.	Small East Bay operators	Christy Wegener (LAVTA); Rob Thompson (WestCat); Rashidi Barnes (ECCTA); Bill Churchill (CCCTA)
CEQA Exemptions	Support state legislation to provide additional CEQA statutory exemptions for transit, specifically for projects that include both housing and climate-friendly transportation features. This will encourage transit agencies that are looking to generate revenue from their properties to plan for transportation and housing together and fix existing legislation that can unintentionally lead to agencies segmenting these aspects from each other which leads to inefficiency, delay and increased costs.	SFMTA	Jeff Tumlin
Development authority	Support tax increment financing and development authority for transit and transportation-agency properties. There is an opportunity for joint development on transit district owned properties that could generate an ongoing revenue source to invest back into the transportation system. The region should work with transit operators to think creatively about how tax increment financing could be maximized to help make these needed capital projects a reality and identify actions the state must take to unlock this potential.	SFMTA	Jeff Tumlin
Dynamic Toll Bridge Pricing	Authorize queue-clearing pricing on all toll bridges. Dynamic pricing based on toll bridge conditions which charges drivers more during highly congested times should be reconsidered by the region as a way to speed up transit and travel for everyone.	SFMTA	Jeff Tumlin
Enforcement of Transit-Only Lanes	Legalize camera enforcement of driving in transit-only lanes. Pursue permanent or pilot legislation	SFMTA	Jeff Tumlin

	authorizing transit operators to cite vehicles that drive in transit-only lanes.		
HOV Lane Hours & Occupancies	Direct Caltrans to manage HOV lane hours of enforcement and occupancy requirements to meet specific speed thresholds, and to adjust regularly as needed to restore travel time benefits. Also, consider expanding the HOV lane network.	SFMTA	Jeff Tumlin
Road Pricing	Authorize pricing on Bay Area roadways. Pursue legislation to allow pricing approaches that reduce congestion and enhance equity, sustainability, and user experience	SFMTA	Jeff Tumlin
Transit safety	Include greater legislative ability to prosecute transit operator assaults, and streamline the process to acquire and enforce TROs (citing OR's new drug laws as an example.)	Small East Bay operators	Christy Wegener (LAVTA); Rob Thompson (WestCat); Rashidi Barnes (ECCTA); Bill Churchill (CCCTA)
Transit Vehicle Inspections	Ensure that transit vehicles are not delayed by in-service vehicle inspection stops. AB 2719 (Wilson), which did not move forward this year, attempted to help improve the transit experience by allowing CHP to inspect transit vehicles on an annual basis instead of random stops at Commercial Vehicle Enforcement Facilities. This change would have helped transit agencies operate on time without sacrificing the vehicle's safety on the road.	SFMTA	Jeff Tumlin
ZEV / Clean Transit Compliance	Direct CARB to use its administrative authority to defer Innovative Clean Transit (ICT) compliance when transit agencies can demonstrate that costs of compliance would result in service impacts that would negate GHG and/or social justice benefits of ZEVs. A path to fund EV transition that doesn't result in cuts to transit service and prioritizes cost-effective means to cut GHGs is needed.	SFMTA	Jeff Tumlin

Items recommended for exclusion from enabling legislation

Policy Topic	Summary	Source	Letter From...
Consolidation	Measure should not include policies that promote consolidation, as this issue was a trigger generating widespread opposition to SB 1031.	Small East Bay operators	Christy Wegener (LAVTA); Rob Thompson (WestCat); Rashidi Barnes (ECCTA); Bill Churchill (CCCTA)
Conditioning Funding	No conditioning of operations funding on expansion or restoration of specific instances of prior service, as conditions have changed and new service patterns may be more relevant.	AC Transit	Claudia Burgos (AC Transit)
Conditioning Funding: TDA Reforms	Do not link operations funding to TDA reform – TDA reform is needed but should be a separate process.	AC Transit	Claudia Burgos (AC Transit)
Unfunded Mandates	No unfunded mandates as a result of the revenue measure.	AC Transit	Claudia Burgos (AC Transit)