



LEGISLATIVE ACTION COMMITTEE MEETING AGENDA
THURSDAY, NOVEMBER 14, 2019 | 6:00 PM
CITY OF SUNNYVALE | WEST CONFERENCE ROOM
456 WEST OLIVE | SUNNYVALE, CA 94088

Discussion & action may be taken on any of the following items:

1. Welcome and Roll Call (Vice Mayor Margaret Abe-Koga, Chair) 6:00 PM
 2. Consent Agenda
 - a. Approval of August 2019 Legislative Action Committee Minutes
 3. Legislative discussion and or action on bills: 6:05 PM
 - a. Discussion of bills watch list (attached).
 - b. Recommendation of new bills to watch &/or take action for 2020
 - SB 278 (FASTER)
 - Other bills as recommended by committee
 4. Discussion of regional legislative transportation efforts (SB 278) and next steps such as creating and adopting guiding principles for what type of tax measure to support &/or sending letters such as other regions have done. 6:20 PM
- Invited:* Adina Levin, Friends of CalTrain, Chris Lepe, Transform CA
- Attachments:
- TransForm: Bay Area Regional Express Transit Network Proposal
 - Alameda Transportation Commission: November 1, 2019 to SVLG, SPUR, Bay Area Council
5. Public Comment 6:50 PM
 6. Adjournment until TBD 6:55 PM

**Times are approximate.*



LEGISLATIVE ACTION COMMITTEE MINUTES
 THURSDAY, AUGUST 8, 2019 | 5:30 PM
 CITY OF SUNNYVALE | WEST CONFERENCE ROOM
 456 WEST OLIVE | SUNNYVALE, CA 94088

1. Meeting called to order by Legislative Action Committee Chair Margaret Abe-Koga at 5:30 PM.

Members present:

city	name
Campbell	Paul Resnikoff
Cupertino	Rod Sinks
Gilroy	Peter Leroe-Muñoz
Los Altos	Anita Enander
Los Altos Hills	absent
Los Gatos	Marico Sayoc
Milpitas	Carmen Montano
Monte Sereno	Rowena Turner
Morgan Hill	absent
Mountain View	Margaret Abe-Koga
Palo Alto	Lydia Kou
San José	Chappie Jones
Santa Clara	Debi Davis
Saratoga	Manny Cappello 5:40 pm
Sunnyvale	Gustav Larsson

Also present:

Andi Jordan, Executive Director
 Councilmember Chris Clark (Mountain View) via teleconference
 Mayor Steven Scharf (Cupertino)
 Mayor Lynette Lee Eng (Los Altos)
 Gary Schmid, Palo Alto
 Suzanne Kuhn, Palo Alto
 Councilmember Michael Goldman (Sunnyvale)
 Another citizen from Cupertino

2. Consent Agenda: Approval of June 2019 Legislative Action Committee Minutes with changes with a motion by Councilmember Enander and a second by Councilmember Sayoc.

Motion passes: AYES-11 NAYES-0, ABSTENTIONS-2, ABSENT-2

AYES: Resnikoff (Campbell), Enander (Los Altos), Sayoc (Los Gatos)

Montano (Milpitas), Turner (Monte Sereno), Constantine (Morgan Hill), Abe-Koga (Mountain View), Kou (Palo Alto), Jones (San José), Cappello (Saratoga), Larsson (Sunnyvale)

NAYES: 0

ABSTENTIONS: 0 Sinks (Cupertino), Leroe-Muñoz (Gilroy)

ABSENT: 2 Davis (Santa Clara), Wu (Los Altos Hills)

3. Legislative discussion and or action on bills:

- a. AB 1487 discussion with ABAG Executive Committee Members: Councilmember Chris Clark (Mountain View)

Motion by Margaret Abe-Koga to remove opposition from AB 1487. Motion seconded by Gustav Larsson.

Motion passes: 7 AYES, 3 NAYES, 2 ABSTENTIONS, 3 ABSENT

AYES: 7 Leroe-Muñoz (Gilroy), Resnikoff (Campbell), Larsson (Sunnyvale), Jones (San José), Cappello (Saratoga), Abe-Koga (Mountain View), Montano (Milpitas)

NAYES: 3 Enander (Los Altos), Sinks (Cupertino), Kou (Palo Alto)

ABSTENTIONS: 0

ABSENT: Constantine (Morgan Hill), Wu (Los Altos Hills), Davis (Santa Clara)

- b. SB 592

Motion by Councilmember Anita Enander (Los Altos) to oppose SB 592. Second by Councilmember Lydia Kou (Palo Alto). Motion passes

AYES: Leroe-Muñoz (Gilroy), Resnikoff (Campbell), Abe-Koga (Mountain View), Montano (Milpitas)

NAYES: Enander (Los Altos), Sinks (Cupertino), Kou (Palo Alto)

ABSTENTION: Jones (San José) Cappello (Saratoga), Larsson (Sunnyvale),

ABSENT: 3 Constantine (Morgan Hill), Wu (Los Altos Hills), Davis (Santa Clara)

4. Discussion regarding lobbyist, to understand which cities currently contract and which cities are considering contracting and whether the Legislative Committee would like to consider lobbyist or other activities to further the Association's goals.

- a. Cities who currently contract:

- i. Cupertino
- ii. San José*
- iii. Palo Alto*

- b. Who is hiring:

- i. Santa Clara

- c. Who is considering:

- i. Los Altos
- ii. Sunnyvale
- iii. Mountain View
- iv. Milpitas

5. Members tentatively scheduled a committee meeting for September.

6. Public Comment:

- a. Greg Schmid, Palo Alto, spoke on Plan Bay Area 2050.
- b. Suzanne Keehn, Palo Alto spoke on Plan Bay Area 2050.
- c. Rahul, Cupertino spoke on AB 1487 and Plan Bay Area 2050.
- d. Mayor Lynette Lee Eng (Los Altos) spoke on Agenda Item 4, discussion on lobbyist.
- e. Councilmember Michael Goldman (Sunnyvale) spoke on housing imbalance/Plan Bay Area.
- f. Mayor Steven Scharf spoke about AB 1484

Respectfully submitted,
Andi Jordan
Executive Director

Minutes approved on DATE

Motion
Second

AYES:
NAYES:
ABSTENTIONS:
ABSENT:

CASCC Legislative Action Committee

Bill #	Subject	Status	Support/Oppose	votes
AB 11	Community Redevelopment Law of 2019.	Assembly-In Committee Process-Appropriations	Support with amendments	
AB 36	Residential tenancies: rent control.	Assembly-In Committee Process-Rules		
AB 68	Land use: accessory dwelling units	Secretary of State-Chaptered	OPPOSE	Assembly: 66-5-8, all SCC legislators voted AYE, SENATE: 26-10-4 all yes
AB 69	Land use: accessory dwelling units.	Senate-In Floor Process-Inactive		
AB 101	Housing development and financing.	Secretary of State-Chaptered		Assembly: 65-0-14 All SCC legislators vote AYE; SENATE 39-0-1 ALL SCC Senators vote AYE
AB 291	Local Emergency Preparedness and Hazard Mitigation Fund.	Assembly-In Committee Process-Appropriations	Watch	
AB-516	Authority to remove vehicles.	Senate-In Committee Process-Appropriations	Oppose	
AB 836	Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program.	Secretary of State-Chaptered	Support	Assembly: 79-0-0; Senate 40-0-0
AB 881	Accessory dwelling units.	Secretary of State-Chaptered	OPPOSE unless amended	Assembly: 73-0-6 all SCC Legislators vote AYE; Senate 30-6-4 all vote AYE
AB 1110	Rent increases: noticing.	Secretary of State-Chaptered		ASsembly: 62-16-1 (all vote AYE); Senate: 29-10-1 all yes
AB 1279	Planning and zoning: housing development: high-resource areas.	Senate-In Committee Process-Housing	Oppose	
AB 1481	Tenancy termination: just cause.	Assembly-In Floor Process-Inactive		
AB 1482	Tenant Protection Act of 2019: tenancy: rent caps.	Secretary of State-Chaptered		Assembly: 48-26-5 all vote AYE; Senate 25-10-5 all yes
AB 1483	Housing data: collection and reporting.	Secretary of State-Chaptered	WATCH	Assembly: 79-0-0; Senate 40-0-0
AB 1484	Mitigation Fee Act: housing developments.	Senate-In Committee Process-Rules	OPPOSE unless amended	Assembly 74-0-6 all scc legislators vote AYE; Sen Governance & Finance 6-0-1 Beall votes AYE
AB 1485	Housing development: streamlining.	Secretary of State-Chaptered	Neutral	Assembly: 76-3-0 stone votes no; Senate 40-0-0
AB 1486	Surplus land.	Secretary of State-Chaptered	Neutral	Assembly 60-17-2 all scc legislators vote aye; Senate: 28-12-0 all yes
AB 1487	San Francisco Bay area: housing development: financing.	Secretary of State-Chaptered	Oppose/removal of opposition	Assembly: 41-27-11 all SCC leg vote AYE; Senate: 26-13-1 all yes
ACA 1	Local government financing: affordable housing and public infrastructure: voter approval.	Assembly-Failed	Support	Assembly: 44-20-15 all SCC leg vote AYE;
SB 4	Housing.	Senate-In Committee Process-Governance and Finance	OPPOSE	Sen. housing: 8-1-2 Wieckowski votes aye (only scc leg on committee)
SB 5	Affordable Housing and Community Development Investment Program.	Senate-In Floor Process-Unfinished Business	Support	
SB 6	Residential development: available land.	Secretary of State-Chaptered	neutral	Senate: 40-0-0; Assembly 79-0-0
SB 13	Accessory dwelling units	Secretary of State-Chaptered	Watch	Assembly: 68-6-5 all scc leg vote aye; Senate: 35-4-1 all scc leg vote aye
SB 18	Keep Californians Housed Act	Secretary of State-Chaptered		Assembly: 70-0-9 all scc leg vote aye; 38-0-0 all scc leg vote aye
SB 50	Planning and zoning: housing development: streamlined approval: incentives.	Senate-In Committee Process-Appropriations	Oppose	
SB 113	Housing.	Secretary of State-Chaptered		Senate: 29-11-0 all yes; Assembly: 75-0-4 all scc leg vote aye
SB 330	Housing Crisis Act of 2019.	Secretary of State-Chaptered	Oppose	Senate: 30-4-6 all yes; Assembly 67-8-4 Mark Stone NO
SB 592	Housing development: Housing Accountability Act: permit streamlining.	Assembly-In Committee Process-Rules	Oppose	

SUMMARY OF 2019 ADU BILLS (as of 10/3/19)

AB 670 (Friedman): Signed by Governor. Homeowners associations must allow ADUs and JADUs as of 1/1/20.

AB 671 (Friedman): Passed both houses. Housing Elements would need to incentivize and promote the creation of ADUs at all income levels. Would also require HCD to develop, and post, a list of existing state grants and financial incentives for ADUs.

AB 587 (Friedman): Passed both houses. Would allow a non-profit to separately convey title to ADUs.

AB 69 (Ting): Stalled this year. Would have required HCD to create a small building code.

AB 68 (Ting) / AB 881 (Bloom) / SB 13 (Wieckowski): Passed both houses. If all three bills are signed the following would be enacted:

- One ADU and one JADU by right on a single-family lot.
- One JADU by right with a full kitchen.
- ADUs allowed in multi-family and mixed-use zones. Up to 2 detached ADUs, plus conversion of uninhabited spaces for multiple ADUs (up to 25% of units in multifamily buildings).
- No minimum lot size for ADUs.
- Zero setback if conversion of an existing structure at property line.
- Maximum 4' side and rear setbacks for newly constructed ADUs.
- Must allow a minimum of an 800 sf efficiency or 1 bedroom ADU, or a minimum of 1,000 sf for 2+ bedrooms (no lot coverage, floor ratios or open space requirements can reduce this minimum)¹
- Minimum 16 ft. height allowed.
- 60-day permit processing, or deemed approved.
- No replacement parking for garage conversions.
- Proximity to transit must be "walkable" to qualify for parking waiver.
- No impact fees on ADUs less than 750 sf, if larger, impact fees to be proportional to main house.
- 5-year moratorium on local owner-occupancy restrictions until 1/1/25.
- Mandatory 5-year stay of enforcement on unpermitted ADUs if they meet health and safety standards.
- ADUs count for RHNA
- No short-term rentals of ADUs or JADUs.
- HCD & Attorney General can enforce compliance if new local ordinance is out of compliance, but 30-day right to cure or state findings to support ordinance.

¹ Note: There is some internal inconsistency in the bills with 800 sf and 850 sf being mentioned in different places.

2019 Legislative Session Highlights

State Budget Issues:

- **Provided \$2.5 billion in funding to address California’s housing and homelessness crisis**, including:
 - \$250 million to regions, cities and counties for planning activities to accelerate housing production and facilitate implementation of Regional Housing Needs Allocation (RHNA). \$125 million available to councils of governments and other regional entities, with \$125 million available to cities and counties.
 - \$500 million for the Infill Infrastructure Grant program.
 - \$650 million for one-time grants to cities, counties, and continuums of care to support regional coordination, expand or develop local capacity, and address immediate homelessness challenges.
 - \$275 million will be available to cities or a city and county that has a population of more than 300,000.
 - \$175 million will be available to counties.
 - \$190 million will be available to continuums of care.
 - \$500 million for the Low-Income Tax Credit Program.
- Established incentives to encourage cities and counties to increase housing production.
- Established a process for a court to determine that a city or county has complied with housing element law.
- Imposed penalties, as a last resort, if cities and counties disregard the direction of a court and continue not to fulfill their responsibilities under housing element law.
- \$300 million for disaster preparedness, emergency response, disaster related planning, improving communications, purchasing additional equipment and pre-positioning first responder resources.

State Policy Issues:

- **California continues to battle the federal Administration and Congress:** California has sued the Trump Administration more than 50 times in the last two years – immigration, travel ban, car emissions rule, union dues, etc.
- **Housing and Land Use:**
 - SB 5 (Beall, McGuire, Portantino) is the most substantive and robust economic development tool to be proposed since the elimination of redevelopment. The bill would create a local-state partnership to provide up to \$2 billion annually to fund affordable housing, infrastructure, and economic development projects. (On the Governor’s Desk)
 - SB 50 (Wiener) would allow developers of certain types of housing projects to override locally developed and adopted height limitations, housing densities, parking requirements, and limit design review standards. (Failed)

- SB 330 (Skinner) would prohibit a city from imposing any fee — except CEQA related fees — after the submittal of a “preliminary” application. This would essentially ban project-specific fees because these fees cannot be determined until a city fully analyzes the project. (On the Governor’s Desk)
- ACA 1 (Aguiar-Curry) would give state voters the opportunity to approve local investments in affordable housing and infill infrastructure with a 55 percent vote. (Failed)
- AB 68 (Ting), AB 881 (Bloom), and SB 13 (Wieckowski) would make significant changes to Accessory Dwelling Unit (ADU) law. (On the Governor’s Desk)
- AB 1763 (Chiu) would greatly expand existing Density Bonus Law (DBL) to require a city to award a developer significantly more density, additional concessions and incentives, and greater allowable height if 100% of the units are restricted to lower income households. (On the Governor’s Desk)
- **Transportation:**
 - AB 1568 (McCarty) would shift local street and road funds from cities on the basis of housing production. (Failed)
 - Governor introduced a budget trailer bill very similar to AB 1568 that would have withheld local streets and roads money if housing units were not being constructed. (Failed)
 - AB 516 (Chiu) would eliminate the ability of cities and law enforcement to adequately enforce state and federal vehicle violations. The bill would have prohibited immobilizing or towing a vehicle with more than five unpaid parking tickets or traffic violations and would have extended traditional 72-hour violations by an additional five business days. (Failed)
- **Pensions, Labor and Employee Relations:**
 - SB 266 (Leyva) would require public agencies to use their general fund to directly pay retirees and/or their beneficiaries, disallowed retirement benefits using general fund dollars. (Failed)
 - AB 418 (Kalra) would require for a privilege to be established between a represented employee and a union agent. However, this privilege would be more expansive than existing privileges in law because it would be a two-way privilege and would come without any training requirements or sanctions for violating the privilege. (Failed)
 - The League is updating its comprehensive pension study for 2020 to document the challenges that cities are facing. Such as increasing the share of General Fund revenue used to cover growing pension costs.
- **Statewide Disaster and Emergency Response:**
 - Gov. Newsom and the Legislature deserve thanks for their unwavering focus on helping communities, including the Town of Paradise, recover from recent wildfires. Paradise received emergency cash assistance to maintain operations, followed by a broader budget package that assists all cities and counties impacted by recent disasters, including backfilling lost property taxes.

- SB 209 (Dodd) would establish the Wildfire Forecast and Threat Intelligence Integration Center as the integrated central organizing hub for wildfire forecasting, weather information and threat intelligence gathering. (On the Governor's Desk)
- SB 670 (McGuire) would require telecommunications service providers to submit a specified outage notification to the Office of Emergency Services (OES) when a telecommunications outage impacting 911 service and emergency notifications occurs. (On the Governor's Desk)
- **Utility Wildfire Liability Package:**
 - AB 1054 (Holden, Burke, Mayes) would establish an insurance fund, which is expected to total up to \$40 billion, to cover wildfire liability costs; protect existing utility employees; and establish a CPUC safety certification process. (Signed into Law.)
 - AB 111 (Budget Comm.) would establish the California Catastrophe Response Council; create the Wildfire Safety Division and Advisory Board at the CPUC; and create the Office of Energy Infrastructure Safety, within the Natural Resources Agency. (Signed into Law)
- **Public Safety: Use of Force, 201 Rights, Drones and Cannabis:**
 - AB 392 (Weber) and SB 230 (Caballero) collectively: 1) provide for an updated legal standard that outlines when law enforcement officers may engage in the use of deadly force; 2) require all law enforcement agencies to establish a 'Use of Force' policy that is publicly accessible; and 3) require the Commission on POST to both implement coursework for regular instruction on the use of force and establish uniform minimum guidelines for adoption by California law enforcement agencies. (Signed into Law)
 - SB 438 (Hertzberg) prohibits a public agency from delegating, assigning or contracting for 9-1-1 emergency call processing or notification duties regarding the dispatch of emergency response resources unless the delegation or assignment is to — or the contract is with — another public agency or made pursuant to a joint powers agreement or cooperative agreement. The measure also makes clear that county local emergency medical service officials do not have the power to dictate when city fire department or fire district units are dispatched to respond to a 9-1-1 call in their own jurisdictions. (Signed into Law)
 - AB 1190 (Irwin) would establish a framework for local drone regulation. (Failed)
 - AB 1288 (Cooley) and SB 658 (Bradford) would enhance the tracking and tracing of cannabis. (Failed)
 - AB 1356 (Ting) would require local agencies to issue a minimum ratio of one cannabis license for every six existing liquor licenses. (Failed)
- **Safe and Affordable Drinking Water Fund:**
 - SB 200 (Monning) would establish a 10-year state commitment of up to \$130 million from the Greenhouse Gas Reduction Fund with a backstop guarantee from the General Fund. This solution avoids the problems associated with a water tax and while still addressing the goal of helping

provide an adequate and affordable supply of safe drinking water to communities statewide that need it. (Signed into Law)

- **Local Recycling Challenges:**

- SB 54 (Allen) and AB 1080 (Gonzalez) would help California transition away from single-use plastic containers to reusable or compostable packaging, and promote the development of in-state manufacturing that uses recycled material to reduce the waste associated with single use packaging and products 75% by 2030. (Failed)

- **Annexations and Incorporations:**

- AB 213 (Reyes) would restore funding to approximately 140 cities that had annexed inhabited territory in reliance on previous financial incentives and then suffered when the budget process swept away those funds through SB 89 (2011). (Failed)
- AB 818 (Cooley and Quirk) would restore fiscal support for new incorporations — otherwise no new incorporations will occur in the state. (Failed)

- **Revenue and Taxation:**

- SB 531 (Glazer) would prohibit future sales tax agreements between local agencies and retailers with a warehouse, sales office or fulfillment center that results in a shift of sales taxes from other jurisdictions. (On the Governor's Desk)
- AB 147 (Burke) would clarify the economic nexus thresholds to allow state and local agencies to collect an estimated \$400 million per year from out-of-state retailers and marketplace facilitators. This estimate may be low, actual revenue from this measure could be higher. (Signed by the Governor)
- AB 485 (Medina) would impose an onerous list of conditions on economic incentives associated with siting a warehouse. (On the Governor's Desk)
- AB 1637 (Smith) would authorize the state controller to automatically allocate to a state or local agency any unclaimed property in that agency's name received as part of the controller's unclaimed property database. (Signed by the Governor)

Federal Budget Issues:

- President Trump signed a funding bill to prevent a government shutdown that lasts through November 21, giving Congress 8 weeks to agree on budget bills to fund the government in Fiscal Year 2020.
- Major disagreement over funding for Trump's border wall remains a sticking point in a final deal, despite agreement between both parties on topline spending.

Federal Policy Issues

Public Safety:

- Congress is inching closer to allowing the cannabis industry access to banking and financial services with passage in the House of the SAFE Banking Act, which would give banks "safe harbor" for providing these services.

Transportation:

- While Congress generally agrees on \$287 billion in funding for federal transportation programs, there remains disagreement about how to pay for it. It's becoming more likely that a more basic transportation reauthorization deal that keeps funding at current levels will move forward instead of a new transportation deal.
- The League is working with the Governor's administration regarding the FAA's threat to withhold funding from California's airports in self-help jurisdictions.
- The EPA is threatening to restrict transportation funding in California for non-compliance with the Air Quality Act, which would take a minimum of two years before such restrictions take place.
- California has sued the federal government over the SAFE Rule which will make many future regional transportation projects that rely on federal funding ineligible from moving forward because the state would be unable to use more fuel efficient vehicle standards to conform to rules in the Air Quality Act.

Telecommunications:

- The League is still involved in litigation against the FCC's Order that preempts and restricts local government fees, leases, and permitting review for wireless infrastructure.
- The League is reviewing options regarding the FCC's preemption actions on cable franchising and the ability for local governments to provide public access channels, as well as fee, leasing, and permitting authority for non-cable communications facilities, i.e., small cells.
- The League is supporting S. 2012 (Feinstein) and H.R. 530 (Eshoo) which would overturn the FCC Order, while opposing the STREAMLINE Act which aims to codify the FCC Order.
- Each of these bills are unlikely to move forward any time soon considering that they are all competing measures.

November 1, 2019

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

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Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

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Councilmember John Bauters

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Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

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City of Oakland
Councilmember At-Large
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City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Mr. Jim Wunderman
President and CEO
Bay Area Council
353 Sacramento Street, 10th Floor
San Francisco, CA 94111

Mr. Carl Guardino
President and CEO
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E

Ms. Alicia John-Baptiste
President and CEO
654 Mission Street
San Francisco, CA 94105

**Re: Alameda County Transportation Commission Comments on
FASTER Bay Area**

Dear FASTER Bay Area Coalition Leaders:

Over the past few months, the Alameda County Transportation Commission (Alameda CTC) has received updates on the FASTER Bay Area coalition efforts to develop a measure aimed at solving regional transportation issues in the Bay Area. As a countywide transportation agency that has developed and passed transportation sales tax measures with over 2/3 voter support, Alameda CTC at its October 24th Board meeting provided the following comments regarding the FASTER Bay Area process and requests the opportunity to meet to discuss in more detail.

Alameda CTC appreciates that businesses are taking a lead role in addressing the transportation issues facing the region and we believe that there is an even stronger role businesses can play in solving transportation problems, particularly in relation to where businesses make decisions on where to locate and the resultant impacts on the transportation system.

Local jurisdictions have limited opportunities to raise local revenue and Alameda CTC is concerned that a new 1 cent sales tax to generate \$100 billion over a 40-year horizon may limit local opportunities for revenue generation. Alameda CTC recommends consideration of a diverse funding mechanism, particularly due to sales tax fatigue and effects on low income community members and small, local businesses.

As a county with one of the most balanced jobs/housing ratios, Alameda CTC is concerned about the imbalance of jobs and housing in other areas of the region and the effect on our transportation system. If the FASTER Bay Area measure passes, Alameda County residents and businesses would pay one of the highest amounts for projects in the Bay Area as one of the largest sales tax generators in the region and, therefore, should receive a commensurate investment in our transportation system from the measure.

We recognize and appreciate the enormity of the effort your business coalition is trying to achieve in a short period of time and note that it appears to be moving too fast without enough public agency and public stakeholder engagement to adequately engage people in crafting a measure that could be supported on a future ballot. In particular, we believe the funding source for a measure of this magnitude needs more careful consideration and analysis before a full project or program list is assembled. Our Commission reviewed and agrees with the letter MTC sent to you dated October 15, 2019.

We thank you for the coalition's time in sharing information in Alameda County and your consideration of these comments. We look forward to meeting with you to discuss these items in more detail and to share how we believe a measure could be supported in Alameda County. Our staff will reach out to you to find an opportunity to set up a meeting with a subset of our Commission members.

Sincerely,

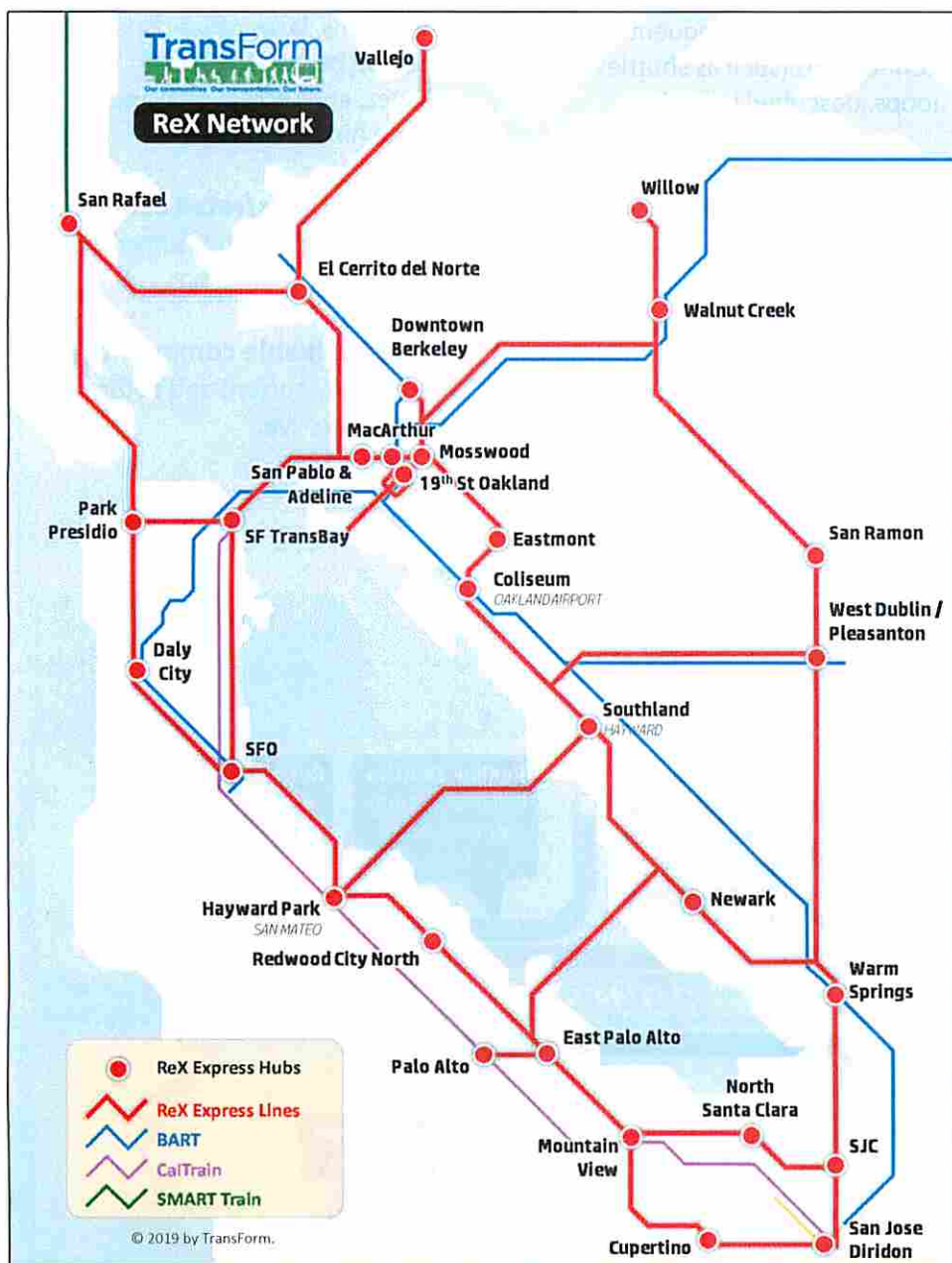
Richard Valle, Chair
Alameda County Transportation Commission

cc: Alameda County Legislative Delegation
Senator Jim Beall, Senate Transportation Committee Chair
Assemblymember Jim Frazier, Assembly Transportation Committee Chair
MTC
ABAG

ReX

BAY AREA REGIONAL EXPRESS TRANSIT NETWORK

The **ReX (Regional Express) Transit Network** is designed to make it easy to get around the Bay Area quickly and conveniently. ReX will run on an interconnected system of managed express lanes on the region's freeways to integrate various rapid transit systems into a comprehensive network. ReX fills in the gaps in our current transportation system, adds transit frequency and capacity, and connects many key destinations across the region.



ReX is built on a simple premise: that someone at any ReX Express Hub can get to any other Hub quickly and conveniently regardless of time of day. Free-flowing freeway express lanes will make travel competitive with—and at peak hours, faster than—driving a solo vehicle.

The map to the left shows the approximate location of major ReX stations (Hubs) with connections to BART, SMART, and CalTrain lines. The map on the back page shows the draft route network. ReX routes and stations will naturally evolve as a result of more detailed technical analysis and community input.

TransForm is a 501(c)(3) nonprofit organization that promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable, and help solve our climate crisis.

To endorse the ReX concept or to learn more, please visit our website:

www.transformca.org/rex
510.740.3150

Regional Policy Director: Chris Lepe
ReX System Designer: Alan Hoffman

A World-Class Rider Experience

ReX gives riders the express transit experience they want, building on extensive market research conducted across the US.

ReX is designed to be:

Fast. ReX reduces door-to-door transit travel times for many regional trips, bringing more opportunities closer to more people.

Frequent. ReX vehicles arrive often, cutting wait times and time spent making transfers.

Convenient. ReX and ReXlink services get transit riders closer to popular destinations.

Safe. ReX improves the experience of waiting for transit with stations that emphasize protection from the elements and from moving vehicles.

How ReX Works

The idea behind ReX is simple:

Locate 30 ReX Express Hubs around the region at major transportation nodes and regional destinations.

Connect Hubs with direct, rapid, and very frequent routes.

Link key destinations surrounding the hubs with direct, rapid, and frequent connections (such as shuttles and loops, described below).

Reach into surrounding areas with direct feeder lines and connect as well with regional rapid transit and bus services.

Create first-class stations (Hubs and other ReX system stations) that fully meet customer needs and expectations, and that make transfers easy.

Where Are ReX Hubs Located?

ReX Express Hubs are located to maximize access to key destinations surrounding them and link effectively with existing transit:

Key regional transit stations including BART, MUNI, Caltrain, Amtrak, ACE, SMART, and local transit centers;

Major destinations such as downtowns, large office parks, other job centers, hospitals, colleges, and recreational and entertainment venues.;

Shopping malls/retail centers such as the Southland, Sunvalley, and NewPark malls; and

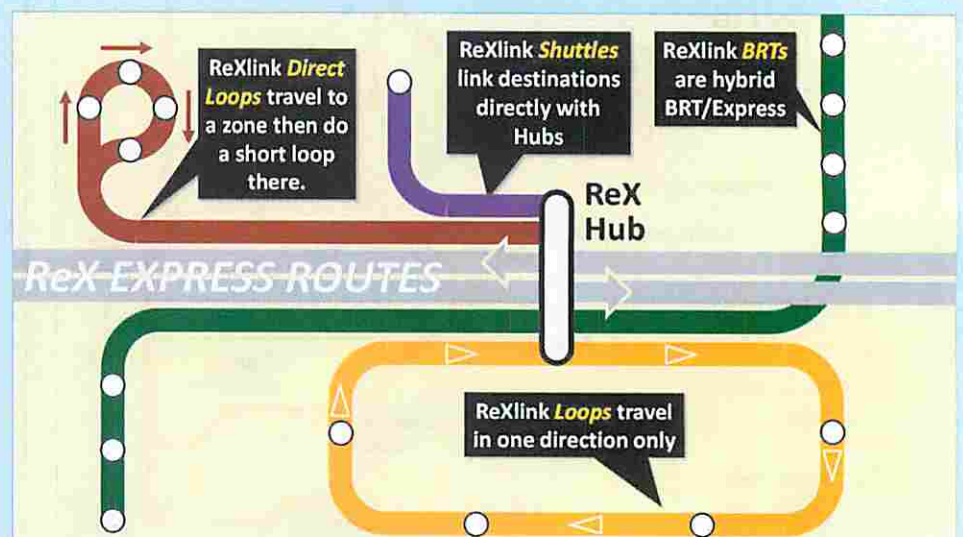
Dense, walkable communities where many current and potential transit riders live.

ReXlink: Connecting Hubs to Destinations

ReXlink Routes are high-frequency feeders that tie ReX Express Hubs to surrounding destinations. At Hubs, they serve the same platforms as ReX Express Routes, making transfers seamless and easy.

There are four kinds of ReXlink routes: Loops, Direct Shuttles, Direct Loops, and hybrid BRT (Bus Rapid Transit)/Express routes.

With 10 minute frequencies all-day, ReXlink makes it convenient to get to and from ReX Express Hubs.



Stations

Several types of stations serve ReX Express and ReXlink routes.

ReX Express Hubs are the principal nodes on the express network. ReX and ReXlink services all serve the same platforms; passengers wait in semi-enclosed facilities, separated from vehicles by sliding glass doors, such as in the Montreal example below.

All ReX stations rely on a barrier system, with people paying to enter a station and “tapping off” when leaving. Hub Stations use level boarding and multiple-door entry, just like metro systems.

As transfer centers, Hubs are candidates for retail services such as food halls and pharmacies, as well as significant public spaces.

Many ReX stations could support Transit-Oriented Development, adding many locations for this critical segment of new housing.

ReXlink Stations are smaller versions of Hub Stations. They are modeled on global BRT stations, such as the examples on the right, as well as new BRT stations being built across the Bay Area.



Next Steps

TransForm has produced a detailed report on the ReX concept, which is available for downloading on our website.

This report explains:

- Routes and proposed station locations;
- Current and projected residential and employment density and travel patterns;
- Analysis of the system’s ability to serve Communities of Concern (Environmental Justice populations);
- Service coverage of the network (areas served);
- Infrastructure requirements as well as future possibilities;
- Projected travel times;
- Initial projections as to capital and operating costs; as well as
- Questions and answers about ReX.

TransForm is collaborating with the MTC, transit agencies, elected representatives, stakeholders, and community members to help move ReX forward.

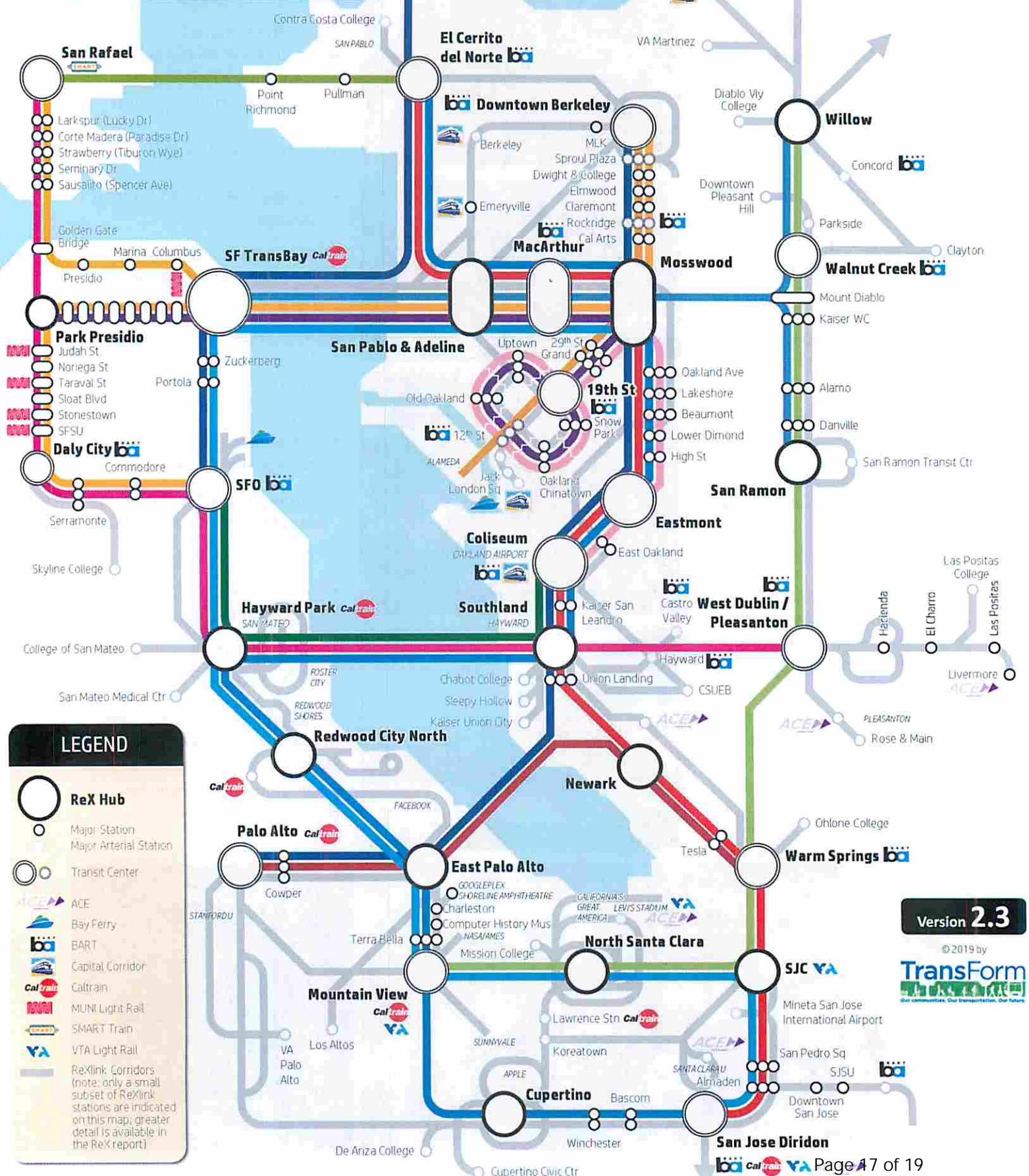
Get Involved!

Help us make ReX a reality! Individuals and groups interested in getting involved with ReX should visit TransForm’s website at:

www.transformca.org/rex

ReX Express Routes:

RF10	Berkeley	Alameda	CA10	Coliseum	Oakland Circle
DD10	San José Diridon	El Cerrito del Norte	PA10	Palo Alto	Berkeley
DD20	San José Diridon	El Cerrito del Norte	PA20	Palo Alto	Warm Springs
DD30	San José Diridon	Masswood	PK10	Park Presidio	Oakland Circle
MN10	San Rafael	West Dublin	SF10	SFO	Coliseum
MN20	San Rafael	El Cerrito del Norte	SF20	SFO	Berkeley
MN30	San Rafael	SF TransBay	SF30	SFO	Vallejo
MN40	Mountain View	Willow	TB20	SF TransBay	Willow
MN50	Mountain View	Willow	TB30	SF TransBay	San Ramon



LEGEND

- ReX Hub** (Large circle)
- Major Station (Medium circle)
- Major Arterial Station (Small circle)
- Transit Center (Large circle with smaller inner circle)
- ACE (ACE logo)
- Bay Ferry (Bay Ferry logo)
- BART (BART logo)
- Capital Corridor (Capital Corridor logo)
- Caltrain (Caltrain logo)
- MUNI Light Rail (MUNI logo)
- SMART Train (SMART logo)
- VTA Light Rail (VTA logo)
- ReXlink Corridors (note: only a small subset of ReXlink stations are indicated on this map; greater detail is available in the ReX report)

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TransForm
Our communities. Our Transportation. Our Future.

Vision and Principles for a Bay Area Regional Transportation Measure

August 2019

Vision Statement

Freedom of movement is a human right. As people who live, work, and travel in the Bay Area, we know that increased funding to our transportation system is essential for the health and wellness of our communities, environment, and economy.

Despite being part of the fifth largest economy in the world, our transportation system is increasingly characterized by gridlock, pollution, and minimum-wage jobs.

Our vision is that residents of all abilities and incomes enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region. We have the power to do this by passing a game-changing regional funding measure that will enhance our freedom of movement, while at the same time creating good-paying green jobs, and contributing to a clean and healthy environment by reducing car trips and carbon emissions.

Principles

1. Advance Mobility, Jobs, and Climate Goals: We prioritize cost-effective investments that move more people around the region with fewer cars, create good-paying jobs, and reduce carbon emissions.
2. Create a Sustainable, World-Class, and Coordinated System: Our investments should significantly support everyday transit operations through frequent and reliable service and by moving people on our existing networks, while also supporting regional connections and long-term solutions that connect all residents.
3. Support Healthy and Stable Communities: Our investments should support resilient and thriving neighborhoods, while avoiding displacement and other harms to vulnerable residents.
4. Promote Social Equity: Our investments should provide differently-abled and lower-income residents with dignified, reliable, and affordable transportation options and provide them with good-paying jobs.
5. Ensure Fair Funding Streams: Responsibility for funding the next generation of transportation investments should come from those with the ability to pay and not burden small businesses and low-income residents.
6. Prioritize Democratic Community Engagement: Community residents should give input at all stages of the process and project development and their feedback should be meaningfully incorporated.

Individuals and organizations who participated in the development of the Vision and Principles:

Thea Selby, SF Transit Riders
Bob Allen, Urban Habitat
Peter Straus, SF Transit Riders
Chris Lepe, Transform
Yvonne Williams, ATU Local 192 (Oakland)
Gena Alexander, ATU Local 1555
Jamaine Gibson, ATU 265
Ian Griffiths, Seamless Bay Area
Richard Marcantonio, Public Advocates
Eduardo Gonzalez, YLI
Brian Schmidt, Greenbelt Alliance
Leslie Gordon, Urban Habitat
Salem Afangideh, Public Advocates
Aboubakar "Asn" Ndiaye, Working Partnerships USA
Derecka Mehrens, Working Partnerships USA
Adina Levin, Friends of Caltrain
Mark Williams, AC Transit
Mary Lim Lampe, Genesis
Dave Campbell, East Bay Bike
Janice Li, SF Bicycle Coalition, BART Board
Daveed Mandell, East Bay Center for the Blind

Organizational Endorsements:

San Francisco Labor Council
Transport Oakland
Council of Community Housing Organizations (CCHO)