



**DATE:** September 10, 2018

**TO:** Transportation Authority of Marin Finance and Policy Executive Committee

**FROM:** Dianne Steinhauser, Executive Director  
David Chan, Programming and Legislation Manager

**SUBJECT:** State Legislative Bills (Discussion), Agenda Item No. 6

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### RECOMMENDATION

This is a discussion item. No action is needed.

### BACKGROUND

TAM staff and/or Khouri Consulting have been recommending positions to be taken on pending legislation since the start of the 2018 State Legislation Session, particularly those that are related to our adopted Legislative Platform. Targeted letters of support or opposition have been developed to convey TAM's positions on specific legislation to relevant legislators and other agencies.

### DISCUSSION/ANALYSIS

The 2018 legislative session is the second year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest. Bills introduced in the second year of a two-year session do not have such option. If bills are not passed this session, they will not be moved to the 2019 legislative session. Rather, they would need to be reintroduced in 2019.

August 31, 2018 was the last day for each house to pass bills. September 30, 2018 is last day for Governor to sign or veto bills passed by the Legislature. Enacted bills take effect January 1, 2019 unless specified.

Attachment A contains the set of 15 bills that are being monitored by staff and Mr. Khouri. More bills were initially on this chart, but bills were removed that are no longer active, resulting in these 15 bills.

The statuses of the 15 bills are highlighted in the below table:

Bill	Description	TAM's Position
<b>Signed by Governor</b>		
AB 636	Delaying local streets and roads expenditure reporting to December 1 of each year	Support
AB 1041	BATA conflicts of interest rules	Watch
AB 2249	Change contracting limits to be performed by public agencies and allowed by	Watch

	informal procedures	
AB 3124	Increase bus length on exemption to accommodate bike racks	Support
SB 848	Cap Caltrans' indirect costs at 10% for a three-year period	Support
<b>Pending Governor's Signature or Veto</b>		
AB 1184	Authorize San Francisco to impose a tax on each ride provided by TNCs up to 3.25%	Watch
AB 2535	Allow toll evasion violation to include photographic evidence	Support
SB 1119	Authorize transit agencies receiving LCTOP funds to satisfy GHG requirements by expending 50% of funds on transit fare subsidies or technology that reduce GHG.	Support
SB 1262	Remove cap on number of projects that Caltrans is authorized to use the CM/GC method	Support
SB 1328	Extend the CTC's Road Usage Charge Technical Advisory Committee until January 1, 2019	Support
SB 1376	Require the CPUC to assess a minimum of \$0.05 per fee on TNCs to fund accessible services	Watch
<b>Did Not Pass Legislature</b>		
AB 1640	Change autonomous vehicle definition	Watch
AB 1405	Authorize Caltrans to install up to 25 digital signs on state highway system	Watch
AB 1901	Extend CEQA exemption to January 1, 2020 on maintenance and repair projects	Support
SB 760	Prohibit Caltrans from denying permits solely because work is not be performed according to specifications approved by Caltrans	Watch

Mr. Khouri will be in attendance to provide an update on these bills and an overview of the 2018 Legislative Session.

Mr. Khouri will also discuss AB 1184 that is on the Governor's desk for his signature. While AB 1184 is specified to San Francisco, TAM should monitor the implementation of AB 1184 should the Governor sign the bill. While transportation network company (TNC) trips are propriety information to TNCs, such as Uber and Lyft, San Francisco is estimated to generate approximately 100,000 TNC trips daily. The revenues generated from AB 1184 will have tremendous impacts on funding transportation projects and transit operations in San Francisco. While Marin only generate a small fraction of the TNC trips as San Francisco, enacting a similar bill as AB 1184 can be considered as a future revenue stream for Marin's transportation operations and infrastructure.

Mr. Khouri's monthly report is attached (Attachment B) to provide greater details on AB 1184 along with SB 1376 that requires the PUC to assess a 5-cent fee per TNC trips to to create a program to provide accessibility for persons with disabilities.

**AB 1184**

This bill would authorize the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by an autonomous vehicle, whether facilitated by a TNC or any other person, or by a participating driver in an amount not to exceed 3.25% of net rider fares for a ride and 1.5% of net rider fares for a shared ride. The bill would also authorize the City and County of San Francisco to set a lower tax rate for net rider fares for a ride provided by a zero-emission vehicle. The bill would require moneys collected by the City and County of San Francisco from this tax to be dedicated to

fund transportation operations and infrastructure within the City and County of San Francisco. The bill would require a tax imposed pursuant to this authority to expire no later than November 5, 2045.

### **FISCAL IMPACTS**

There are no direct fiscal impacts to TAM.

### **NEXT STEPS**

Work with MTC and other CMAs on legislative strategy for 2019. Specific recommendations will be presented to the Board after the next legislative session begins.

### **ATTACHMENT**

Attachment A – 2018 State Legislative Bills  
Attachment B – Khouri Monthly Report

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## TAM Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>AB 636</b> <b>Irwin (D)</b>  <b>Local streets and Roads: expenditure reports</b>	8/20/17  Chaptered by the Secretary of State, Chapter 159, Statutes of 2018	Existing law requires cities and counties to file a report with the State Controller's Office (SCO) detailing the expenditures for streets and roads purposes during the preceding fiscal year by October 1 every year. This date is reflective of most local governments having a fiscal year ending June 30. There are a number of cities that operate on the federal fiscal year, which ends September 30. Most of these cities however are still required to submit their information to the SCO by October 1. This disparity in time can cause some cities to submit incomplete reports and then have to submit additional or corrected reports. There are a few cities specified in state law that currently are required to submit their reports within seven months of the end of the fiscal year, rather than by October 1.  This bill would allow all cities and counties to submit their reports by December 1 of each year relative to the preceding fiscal year ending on June 30. <b>Last amended on 6/4/17</b>	<b>Support</b>  <b>Approved: 2/22/18</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Support</b>
<b>AB 1041</b> <b>Levine (D)</b>  <b>Bay Area Toll Authority: conflicts of interest</b>	6/1/18  Chaptered by the Secretary of State, Chapter 16, Statutes of 2018.	Existing law provides for a proposed toll increase on the state-owned toll bridges to be submitted to voters of the 9 bay area counties, to be known as Regional Measure 3. Existing law requires the Bay Area Toll Authority (BATA) to, among other things, establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan and requires the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.  This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person. <b>Last amended on 1/3/2018</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>
<b>AB 1160</b> <b>Bonta (D)</b>  <b>Autonomous vehicles</b>	6/22/17  Senate Transportation & Housing Committee  Died in Committee	This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined. <b>Last amended on 4/17/17</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>

## TAM Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>AB 1184</b> <b>Ting</b>  <i>City and County of San Francisco: local tax: transportation network companies: autonomous vehicles.</i>	8/31/18  Governor's Desk	This bill would authorize the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by an autonomous vehicle, whether facilitated by a transportation network company or any other person, or by a participating driver in an amount not to exceed 3.25% of net rider fares, as defined, for a ride and 1.5% of net rider fares for a shared ride, as specified. The bill would also authorize the City and County of San Francisco to set a lower tax rate for net rider fares for a ride provided by a zero-emission vehicle. The bill would require moneys collected by the City and County of San Francisco from this tax to be dedicated to fund transportation operations and infrastructure within the City and County of San Francisco. The bill would require a tax imposed pursuant to this authority to expire no later than November 5, 2045. <b>Last amended on 8/22/18</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>
<b>AB 1405</b> <b>Mulin (D)</b>  <b>Digital Billboard Advertisements</b>	6/26/18  Senate Transportation Committee  <b>Died in Committee</b>	This bill would allow Caltrans, with federal approval, until January 1, 2024, to enter into agreements with local jurisdictions to install and operate up to 25 digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity. <b>Last on amended on 6/13/18</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Oppose</b> <b>League: Oppose</b>
<b>AB 1901</b> <b>Obernolte (R)</b>  <b>CEQA: roadway project exemptions</b>	6/20/18  Senate Environmental Quality Committee  <b>Died in Committee</b>	CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination.  This bill would extend the above exemption indefinitely. <b>Last amended on 4/18/18</b>	<b>Support</b> <b>2/22/18</b>  <b>MTC: None</b> <b>CSAC: Support</b> <b>League: Watch</b>
<b>AB 2249</b> <b>Cooley (D)</b>  <b>Public Contracts: Local Agencies</b>	6/14/18  Chapered by the Secretary of State, Chapter 169, Statutes of 2018	Current law under the Uniform Public Construction Cost Accounting Act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures.  This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures. The bill would permit the governing body of a public agency, in the event all bids received for the performance of that public project are in excess of \$200,000, to award the contract at \$212,500 or less to the lowest responsible bidder if it determines the cost estimate of the public agency was reasonable. <b>Last amended on 6/14/18</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Support</b> <b>League: Support</b>

## TAM Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>AB 2535</b> <b>Obernolte (R)</b>  <b>Toll Evasion</b>	6/14/18  Governor's Desk	This bill would a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. <b>Last amended on 3/19/18</b>	<b>Support</b>  <b>Approved:</b> <b>2/22/18</b>  <b>MTC: None</b> <b>CSAC: None</b> <b>League: Watch</b>
<b>AB 3124</b> <b>Bloom</b>  <b>Bus Length:</b> <b>bike racks</b>	6/1/18  Chartered by the Secretary of State, Chapter 22, Statutes of 2018	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.  This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches in order to accommodate bike racks.	<b>Support</b>  <b>Approved:</b> <b>2/22/18</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>
<b>SB 760</b> <b>Wiener (D)</b>  <b>Urban street design:</b> <b>guidance</b>	6/4/18  Assembly Transportation Committee  Died in Committee	Existing law authorizes Caltrans to issue a permit to the owner or developer of property adjacent to or near a state highway, including the associated right-of-way, to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. Existing law specifies that the permit may be issued only if the work within the highway right-of-way is to be performed in accordance with plans and specifications approved by the department.  If the improvement would not affect the operation of the state highway and the associated work would be performed in accordance with local agency plans and specifications, this bill would prohibit the department from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by the department. <b>Last amended on 6/4/18</b>	<b>Watch</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>
<b>SB 848</b> <b>Committee on Budget</b>  <b>Indirect Cost Rate Proposal</b>	6/27/18  Chartered by the Secretary of State, Chapter 46, Statutes of 2018	Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies, certain state agencies, and private entities. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These "indirect costs" add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work.  The purpose of this item, which is sponsored by the Self-Help Counties Coalition, is include in the transportation budget trailer bill to cap the indirect costs at 10% for a period of 3 years.	<b>Recommend Support</b>  <b>MTC: None</b> <b>CSAC: None</b> <b>League: Watch</b>

## TAM Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>SB 1119</b> <b>Beall (D)</b>  <b>Low Carbon Transit Operations Program</b>	8/31/18  Governor's Desk	<p>The Cap and Trade Program dedicates 5% of all auctions proceeds to the Low Carbon Transit Operations Program (LCTOP), administered by Caltrans, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Program recipients with service areas including disadvantaged communities, as specified, must expend at least 50% of LCTOP funds on projects or services that meet specified requirements and benefit those disadvantaged communities.</p> <p>This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. <b>Last amended on 8/6/18</b></p>	<b>Support</b>  <b>Approved:</b> <b>2/22/18</b>  <b>MTC: Support</b> <b>CSAC: None</b> <b>League: Watch</b>
<b>SB 1262</b> <b>Beall (D)</b>  <b>Construction Manger/ General Contractor (CM/GC) Procurement Method</b>	8/30/18  Governor's Desk	<p>This bill would remove the cap on the number of projects for which Caltrans is authorized to use the CM/GC method and make conforming changes to existing provisions. The bill would impose the requirement to use Caltrans employees or consultants to perform project design and engineering services on at least <sup>2</sup>/<sub>3</sub> of the projects delivered by Caltrans utilizing the CM/GC method. The bill would require Caltrans to submit an interim report no later than July 1, 2021, that describes each CM/GC project approved under these provisions as of January 1, 2021, and that provides specified relevant data with respect to those projects, and a final report to the Legislature no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. The bill would require both the interim and final reports to include a comprehensive assessment on the effectiveness of the CM/GC project delivery method relative to project cost and time savings.  <b>Last amended on 8/6/18</b></p>	<b>Support</b>  <b>Approved:</b> <b>2/22/18</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>
<b>SB 1328</b> <b>Beall (D)</b>  <b>Mileage-based road user fee</b>	8/29/18  Governor's Desk	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019.</p> <p>This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to <i>continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would, instead, require the committee to gather public comment related to the assessment of those mechanisms.</i>  <b>Amended on 6/4/18</b></p> <p>TAM supports the continued effort to gather information, and not necessarily implementation of a mileage-based user fee at this time.</p>	<b>Support</b>  <b>Approved:</b> <b>2/22/18</b>  <b>MTC: None</b> <b>CSAC: Watch</b> <b>League: Watch</b>

## TAM Bill Matrix – September

Measure	Status	Bill Summary	Position
<b>SB 1376 Hill (D)</b>  <b>Transportation Network Companies: Access for person with disabilities</b>	8/30/18  Governor's Desk	This bill requires the California Public Utilities Commission (CPUC) to develop regulations by January 1, 2019, relating to accessibility for persons with disabilities who use transportation network company (TNC) services and need an accessible vehicle. This bill also requires the CPUC to assess a minimum of a \$0.05 per trip fee on TNCs to fund accessible transportation services for persons with disabilities and conduct workshops with stakeholders to determine community need and develop programs for on-demand services, service alternatives, and partnerships. The bill would sunset on January 1, 2026. <b>Last amended on 8/23/18</b>	<b>Watch</b>  <b>MTC: None CSAC: None League: Watch</b>

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September 4, 2018

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal  
Khouri Consulting

RE: **STATE LEGISLATIVE UPDATE – SEPTEMBER**

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On August 31, the legislature concluded its business and adjourned for the FY 2017-18 Legislative Session. Governor Brown has until September 30 to sign or veto legislation. The following is summary of bill of pending bills of interest to TAM:

**Legislation of Interest**

**AB 1184 (Ting)** would authorize the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by an autonomous vehicle, whether facilitated by a transportation network company or any other person, or by a participating driver in an amount not to exceed 3.25% of net rider fares, as defined, for a ride and 1.5% of net rider fares for a shared ride, as specified. The bill would also authorize the City and County of San Francisco to set a lower tax rate for net rider fares for a ride provided by a zero-emission vehicle. The bill would require moneys collected by the City and County of San Francisco from this tax to be dedicated to fund transportation operations and infrastructure within the City and County of San Francisco. The bill would require a tax imposed pursuant to this authority to expire no later than November 5, 2045.

**Status:** Governor's Desk

**Background**

The San Francisco Transportation Task Force 2045 was created in early 2017 to explore the potential for new transportation revenue measures in San Francisco. The Task Force composes of member representing multiple stakeholders including neighborhood organizations, transportation advocacy groups, business and civil organization and public agencies. The Task Force was tasked with identifying transportation funding needs and gaps in resources; and potential revenue options to close those gaps.

In December 2017, the Task Force issued its final report with recommendations on how to address the city's transportation challenges. The report found that TNCs accounted for an estimated 15% of intra-city trips, and an estimated 20-26% of vehicle trips Downtown during peak periods. On an average weekday, more than 5,700 TNC vehicles operate on San Francisco streets during the peak period. On Fridays, over 6,500 TNC vehicles are on the street at the peak. The report recommended a TNC trip fee as a potential new funding source to help address the city's transportation funding needs.

In April 2018, San Francisco Supervisor Aaron Peskin introduced a local ballot measure to expand the city's commercial gross receipts tax to private transportation companies, such as TNCs. Supervisor Peskin withdrew the ballot measure after reaching an agreement with the TNCs that would only tax the amount that TNCs actually received, excluding additional charges such as tolls, airport fees and tips to drivers. This bill reflects that agreement.

To implement the agreement the City would first need the Legislature to affirm the City's authority to levy local taxes on TNC trips. The California Constitution allows charter cities, such as the City and County of San Francisco, to levy taxes which are not preempted by state or federal governments. It is unclear whether this bill would confer any additional authority to San Francisco beyond what it currently possesses. The measure would then require local voter approval before it would go into effect in 2020 until 2045.

The bill authorizes the City and County of San Francisco to impose a tax on each TNC ride originating in the City and County in a specified amount to fund transportation operations and infrastructure within the City. The fee would also apply to rides provided by AVs, should such vehicles one day become available to provide passenger transportation for consideration, including by TNCs. The funds would be used solely for transportation operations and infrastructure within the City.

Arguably, TNCs would be passing along some or all of the cost on to its riders. Theoretically, since TNC drivers could drive through multiples jurisdiction in any single day, this bill could only increase cost to passengers requesting rides originating in the City. The proponents however argue that TNCs should contribute to the City's transportation costs because of the increasing pressures to the City's transportation infrastructure due to the additional number of vehicles on City roads from TNCs and the impact on ridership for public transportation.

**SB 1376 (Hill)** would require the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020, and assess a 5-cent fee on Transportation Network Company (TNC) companies, such as Uber and Lyft, in order to create a program to provide accessibility for persons with disabilities.

**Status:** Governor's Desk

**Background**

Recognizing the need to regulate transportation network companies (TNCs) and their similarities with taxis and charter party carriers (CPCs), The California Public Utilities Commission (CPUC) commenced an ongoing rulemaking to determine the proper oversight and corresponding rules that are needed to regulate this industry. In 2013, CPUC determined that TNCs are a type of CPC, similar to tour buses and limousines, as they provide pre-arranged transportation services. Taxis, on the other hand, need not be pre-arranged and can be hailed from the curb. Taxis are regulated at a local level by cities and counties.

CPUC has previously addressed accessibility for the disabled community by requiring TNCs to submit a plan as to how TNCs intend to avoid creating a divide between able and disabled communities, and to explain how they plan to provide incentives to individuals with accessible vehicles to become TNC drivers. Furthermore, CPUC required TNCs to ensure their apps and websites are as accessible to the disabled as they are to clients who are not disabled.

The author has introduced this bill to motivate CPUC to act on disability access broadly and to provide TNC services to all of the disabled community, particularly those that use wheelchairs.

Providing accessibility to those with special needs can be difficult under the TNC platform because a TNC driver owns his or her vehicle. These vehicles are typically not equipped to transport non-folding wheelchairs or mobility scooters. For these reasons, the bill establishes a pilot program administered by the CPUC, through January 1, 2026, assessing a 5-cent per trip fee on TNCs, which will then be pooled to provide on-demand for persons with disabilities. The difficulty for TNCs is that they will not be able to charge more for the services, meaning that the pot will need to either be used to provide funding to retrofit vehicles (assuming that a driver would agree to have their vehicle altered for that purpose) or be used to contract with other providers that have vehicles with wheelchair lifts.

Supporters of the bill, such as the California Transit Association, argue that “As TNCs capture more riders from taxis and public transit, potentially weakening these services, the mobility challenges faced by persons with disabilities could compound, leading to even more inequitable outcomes.” For these reasons, this bill could provide an opportunity for more symbiotic partnerships between TNCs and transit agencies.

Marin Transit is also in support. There is no opposition on file.

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