

**Comparison of Commission-Adopted Concept for Regional Transportation Measure Legislation with SB 1031 (Wiener/Wahab)
 March 18th Version**

TOPIC	MTC-Approved Concept (January '24 Action)	SB 1031 (Wiener/Wahab) Provisions (Items following a ☐ symbol are different from MTC's recommendation)
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on funding level to be authorized, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a flexible category to enable adjustments based on future needs and subject to changing circumstances.	Section 1 of the bill articulates the vision the Commission adopted for the ballot measure. Chapter 4 of the legislation, titled “Expenditures” lists the three focus areas of protecting and enhancing transit service, making transit faster, safer and easier to use and enhancing mobility and access for all along with the four categories of expenditure approved by MTC. Consistent with Commission direction, does not yet prescribe distribution across expenditure categories, so does not yet explicitly define a “flexible” category.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.	Chapter 4, Expenditures specifies “It is the intent of the Legislature to enact legislation that would require the commission to consider need and geographic balance in distributing regional transportation revenues.”

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		<ul style="list-style-type: none"> <input type="checkbox"/> Specifies a minimum of \$750 million to be allocated annually to fund Transit Transformation improvements, excluding zero-emission transit capital (Section 66538.40 (b)(1) in Chapter 4) <input type="checkbox"/> Provides that MTC may allocate measure funds to California State Transportation Agency for the proposed Bay Area Transit Consolidation study <input type="checkbox"/> Adds a “maintenance of effort” requirement for transit agencies to maintain their local funding commitments to transit operations to be eligible for funding from the measure.
Accountability	To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit	Section 5 of the bill amends MTC’s existing Transit Coordination Authority to strengthen and update it to reflect the goals of the Transformation Action Plan (Section 66516 subdivision (a)).

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	<p>from a regional approach upon enactment of enabling legislation.</p> <p>Upon ballot measure's approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>	<p>Chapter 3, titled Election Procedures, includes a provision establishing an independent oversight committee to ensure funds are spent according to the statute.</p>
Travel Demand Management Provision	<p>Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area provide a subsidy to their employees to encourage alternatives to single occupancy vehicle (SOV) trips. Required to be a <i>transit</i> subsidy for employers located near transit.</p>	<p>Section 4 of the bill amends MTC and the Air District's existing Commuter Benefit statute to authorize the MTC to include in the transportation revenue measure subject to voter approval a mandatory subsidy for employers of 50 or more to encourage non-single occupant vehicle travel. For employers in proximity to transit (definition TBD) the subsidy is required to be a universal transit pass.</p>
Geographic Area of Tax	<p>Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.</p>	<p>Section 6 of the bill specifies this. (Section 66538.20, subdivision (b))</p>
Citizen Initiative Option	<p>Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote.</p>	<p>Section 6 of the bill specifies this (Section 66538.20, subdivision (c)).</p>

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	(This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)	<input type="checkbox"/> The language requires that any initiative proposed be consistent with the expenditure provisions of the legislation, resolving a concern that staff and commissioners had raised about risk of an outside organization proposing a ballot measure not consistent with regional priorities.
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.	Section 6 of the bill specifies that the measure will not be placed on the ballot before November 2026. Chapter 3 (Election Procedures), Section 66538.30 subdivision (a). No sunset specified, consistent with Commission direction.
Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle-miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than	Section 6 of the bill includes the following options: parcel tax, sales tax, payroll tax and vehicle registration surcharge after 2030. <input type="checkbox"/> Items that were not included in the March 18 version of the bill include a regional vehicle miles traveled charge and a regional income tax.

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	2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.	
Transit Consolidation Study	Not recommended by Commission	<input type="checkbox"/> Section 3 of the bill includes very detailed provisions related to a transit consolidation “assessment” followed by a “comprehensive plan” to be overseen by the California State Transportation Agency (CalSTA) and conducted by a transportation institute. The assessment is scheduled to be completed by January 1, 2026 while the plan is due one year later, January 1, 2027.