



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a

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Memorandum

TO: Legislation Committee

DATE: Jan. 5, 2009

FR: Executive Director

RE: Legislative Scorecard

This memo provides a comparison of MTC's legislative achievements in 2008, in comparison to the bills we supported and in comparison to our 2008 Legislative Program.

Of the 16 state bills we supported, seven were enacted, four were vetoed, and five failed passage. This is a higher veto rate than in prior years and is largely a result of Governor Schwarzenegger's decision to veto most bills that reached his desk during a period of budget stalemate. He made a few key exceptions, including SB 375 (Steinberg), the landmark climate change bill, and AB 3034 (Galgiani), which amended the high speed rail bond measure. Of the three federal bills on which MTC took a position, all three failed passage. A complete summary is contained in Attachment A.

For a different perspective, we reviewed our 2008 legislative program in light of what was accomplished. Notable achievements include the following:

- **State Local Partnership Program:** MTC successfully lobbied for a formula based program in which toll revenues and transit property taxes qualify as eligible match, along with local sales tax measures. AB 268, a budget trailer bill, contained the final details of the program.
- **Climate Change & the Transportation/Land Use Connection:** We successfully lobbied for legislation to create a framework for the transportation sector to reduce its greenhouse gas emissions, consistent with the statewide targets established in AB 32 and Executive Order S-3-05. MTC played a key role in the final shape of the bill.
- **Bicycle and Pedestrian Access:** We successfully lobbied for legislation to incorporate "routine accommodation" of all users of the transportation road network into state guidelines for local general plans. AB 1358 (Leno), which we supported, requires that beginning in 2011, with any substantive modification of the circulation element of the general plan, a local legislative body of a city or county amend the plan to provide for a balanced, multimodal transportation network that meets the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

As in prior years, there are a number of long-standing, challenging items that were included in last year's program that are carried over into 2009. These include:

- Authorization to seek voter approval for a regional gas fee.
- A constitutional amendment to lower the vote threshold for local transportation taxes.
- Greater protection of state transit funding and broader eligibility to include Lifeline projects.
- A proposal to improve collections from FasTrak[®] toll violators.
- Ensuring that state-supported housing near transit provide safe and convenient access for disabled persons from the housing to transit.

In conclusion, last year was a relatively successful year, but as always, there is much more work to be done. By the look of things, 2009 is shaping up to be a very busy and hopefully productive year.

Steve Heminger

Attachment

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