



METROPOLITAN
TRANSPORTATION
COMMISSION

2013 LEGISLATIVE SCORECARD

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STATE		
Issue	Goal	Outcome
1. Increase Transportation Funding	A. Lower the 2/3 super majority vote for local transportation taxes	I. While a handful of bills were introduced this year, action on those bills was postponed until January 2014. SCA 4 (Liu), SCA 8 (Corbett) and SCA 11 (Hancock) all reduce the vote threshold from 2/3 to 55% and will hopefully advance through the legislative process early next year.
	B. Support a longer term effort to find new sources of state-wide revenues dedicated to transportation	I. In early 2013, the new State Transportation Agency Director Brian Kelly convened a 52-member California Transportation Infrastructure Priorities workgroup to think strategically about the state's transportation needs and evaluate potential pay-as-you-go revenue options to achieve those goals. No legislative action was taken on this subject in 2013.
2. Cap-and-Trade	Secure cap-and-trade revenue to support transportation and implementation of SB 375 (Steinberg)	<p>∅ FY 2013-14 Budget Strategy</p> <p>While MTC was successful in advocating for inclusion of transportation investments that help implement Sustainable Communities Strategies as an eligible category within the final three-year Cap-and-Trade Expenditure Plan prepared by the Department of Finance, the Legislature loaned all anticipated cap-and-trade revenue in FY 2013-14 to the General Fund. Nevertheless, the expenditure plan puts transportation on a solid footing to secure legislative approval for funding once transportation fuels come under the cap in 2015.</p>

I. = Incomplete

∅ = Goal not achieved

✓ = Goal achieved

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2. Cap-and-Trade (continued)		<p>I. Long-Term Legislative Strategy As part of the Transportation Coalition for Livable Communities, MTC staff helped draft Assembly Bill 574 (Lowenthal) which provides a structure for directing a portion of the fuel related cap-and-trade allowance revenue to regional agencies to help fund projects that reduce greenhouse gas emissions from the transportation sector. The bill was held in the Assembly Appropriations Committee, along with all other cap-and-trade bills once it became clear that no cap-and-trade funds would be appropriated this year.</p>
3. FY 2013-14 State Budget	Protect transportation funding from diversion to the General Fund	<p>✓ No transportation funds were diverted this year.</p>
4. Implementation of MAP-21 (Moving Ahead for Progress in the 21 st Century)	Maximize the suballocation of federal funds to metropolitan areas	<p>✓ The Legislature enacted AB 466 (Quirk-Silva) providing the region with certainty as to the Bay Area's share of Congestion Mitigation & Air Quality Funds. MAP 21 eliminated the formula basis for the distributing the funds nationwide, but AB 466 now restores it for within California, providing assurance that CMAQ funds will be distributed to air quality nonattainment areas in proportion to their share of the population.</p> <p>✓ The Legislature enacted SB 99, establishing the Active Transportation Program, which distributes a share of the new federal Transportation Alternative Program funds by population, as required by federal law, but also certain State Highway Account funds, creating a \$10 million ongoing Active Transportation Program for the Bay Area .</p>

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5. California Environmental Quality Act (CEQA)	Update CEQA to curb its abuse by project opponents and speed up the environmental review process	<p>Ø SB 731 (Steinberg), which was expected to be the main vehicle for significant CEQA reform in 2013, died in the final hours of the 2013 legislative session. The final version of the bill did not contain many of the reforms sought by the CEQA Working Group — consisting of the Bay Area Council, the Silicon Valley Leadership Group and others — and was viewed by many as making matters worse than the status quo.</p> <p>✓ The Legislature did enact Senate Bill 743 (Steinberg) which, in addition to expediting judicial review for the Sacramento downtown stadium, also made a number of last-minute changes to CEQA with respect to transit priority areasⁱ that may help expedite infill development efforts in the region’s Priority Development Areas. Specifically, the bill provides that residential, mixed-use residential or employment center projects shall not be required to address aesthetic and parking impacts under CEQA. Additionally, the bill restored the ability of local agencies to adopt infill opportunity zones in which “level of service” requirements of congestion management programs do not apply, giving cities more flexibility to balance the goals of economic development, transit-oriented development, affordable housing, complete streets, improving transit service and local traffic conditions.</p>

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- Ø = Goal not achieved
- ✓ = Goal achieved

ⁱ Defined as within one-half mile of a major transit stop that is existing or planned, if the planned project is expected to be completed within the planning horizon of a federal Transportation Improvement Program. Public Resources Code Section 21064.3 defines a “major transit stop” as a “site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

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6. Project Delivery	Seek opportunities to increase flexibility to deliver state, local and regionally-funded projects	<ul style="list-style-type: none"> ✓ The Legislature enacted AB 401 (Daly) authorizing local and regional transportation agencies to use the design-build contracting method when developing projects on the state highway system upon cooperative agreement with the California Department of Transportation (Caltrans). ✓ The Legislature enacted AB 797 (Gordon) authorizing the Santa Clara valley Transportation Authority and the San Mateo County Transit District to use the Construction Manager/General Contractor method for transit projects if the agency makes a finding that the CMGC method will do any of the following: reduce cost, expedite project delivery or provide features otherwise unachievable through the traditional design-bid-build process.
7. Senate Bill 375 Implementation	A. Increase funding for infill housing and transit oriented development	∅ No new sources of funding for this purpose were approved in 2013.
	B. Increase local funding options to replace the loss of redevelopment funding to support economic development and affordable housing	∅ While MTC supported various bills to achieve this, including SB 1 (Steinberg) and SB 628 (Beall), the bills were not sent to the Governor who indicated he would prefer that they be postponed until 2014.
8. Bridge Toll Revenue	Reduce toll evasion resulting from vehicles driving on toll bridges without license plates	∅ No action in 2013. Staff intends to bring this issue back as a potential bill for us to sponsor, in partnership with the Golden Gate Bridge Highway & Transportation District, in 2014.

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9. Carpool Lanes	Protect the time-savings incentive to carpool	✓ While the Legislature did enact legislation (AB 266 and SB 286) to extend until 2019 the allowance for certain alternative fuel, low-emission, or hybrid vehicles to use carpool lanes without the required number of occupants, the bills did not alter the total number of vehicles granted access to the lanes.

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