



METROPOLITAN
TRANSPORTATION
COMMISSION

2014 ADVOCACY PROGRAM

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Telephone: 510.817.5700
TDD/TYY: 510.817.5769
Fax: 510.817.5848
Web site: www.mtc.ca.gov

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Lower the 2/3 super majority vote for local and regional transportation taxes	Support proposals to assist in the passage of local transportation measures by amending the constitution to allow a city, county, special district or regional transportation agency to impose a special tax for transportation projects with 55 percent approval. Oppose efforts to add burdensome restrictions on the expenditure plan for measures seeking passage by a 55 percent margin.
	B. Support efforts to secure new sources of statewide transportation funding	Engage in any efforts that may emerge in 2014 to provide new sources of statewide funding for transportation whether it is a new dedicated user fee, such as a gas tax or a vehicle license fee. Advocate that any new sources of funding should provide eligibility for all transportation modes.
	C. FY 2014-15 State Budget	Advocate for effective use of existing transportation funds and protect them from diversion to the General Fund. Advocate for a FY 2014-15 State Budget that best addresses the state's extensive transportation needs.
2. Senate Bill 375 Implementation	A. Increase local funding options to replace the loss of redevelopment funding	Continue to support the efforts of Senator Steinberg and others to revive the authority of local governments to use tax-increment financing (TIF) in support of projects consistent with sustainable communities strategies. Work with the Brown Administration to determine under what circumstances the Governor could support a renewed use of TIF.

Issue	Goal	Strategy
2. Senate Bill 375 Implementation (cont'd)	B. Increase state funding for affordable housing	Continue to support efforts to establish an Affordable Housing Trust Fund through enactment of a new dedicated revenue source, such as a real estate transaction charge, as provided for in SB 391 (DeSaulnier), which is estimated to generate approximately \$525 million per year.
3. Cap-and-Trade Funding	A. Secure funding in the FY 2014-15 Budget	Work closely with our Bay Area partner agencies and legislative delegation to secure cap-and-trade funding in the FY 2014-15 State Budget to assist with Plan Bay Area implementation.
	B. Enact legislation providing for a longer term commitment of cap-and-trade funds to regional agencies to assist with SB 375 implementation	Advocate for a long-term statutory framework for cap-and-trade funds — including extending the cap-and-trade program beyond 2020 — that directs a minimum share of the funds to regional agencies to assist with implementation of SB 375 (Steinberg, 2008). Seek clear legislative authority to spend the funding consistent with Plan Bay Area and MTC's proposed cap-and-trade funding architecture.
4. California Environmental Quality Act (CEQA)	Monitor CEQA Legislation to Ensure Changes Advance Transit-Oriented Development	In collaboration with various statewide and Bay Area organizations, participate in the development of new guidelines by the Governor's Office of Planning & Research for analysis of transportation impacts under CEQA pursuant to SB 743 (Steinberg, 2013). Advocate for guidelines that make CEQA analysis simpler for transit-oriented development and implementation of Plan Bay Area overall.
5. School Siting Reform	Require school districts to take state and local planning goals into account when siting new schools	In partnership with other Bay Area agencies, support revision of the state's school siting requirements to require school districts to take into account state goals related to climate change, infill development, and open space preservation, as well as local and regional plans. Such changes would be applicable to schools built with funds approved in the next bond measure anticipated to be on the November 2014 ballot.

Issue	Goal	Strategy
6. Electric Bicycles	<p><u>Increase bicycling by allowing Broaden definition of a bicycle to permit electric-assist bicycles to use Class I bike paths</u></p>	<p><u>MTC will support legislation sought by the California Bicycle Coalition to broaden the definition of a bicycle to include an electric-assist bicycles with a maximum power output of 750W, with fully operable pedals, that is incapable of further propelling the bicycle at speeds faster than 20 mph. By broadening the definition of a bicycle to include those that also have an electric battery , the bill will end the prohibition against using electric-assist bicycles on separated paths, known as Class I bike paths.</u></p>
7. Bridge Toll Evasion	<p>Require temporary license plates at the point of sale on new and used cars</p>	<p>In our dual role as the Bay Area Toll Authority, MTC will co-sponsor legislation with the Golden Gate Bridge and Transportation District to eliminate the \$6 \$8 million loss in toll revenue each year as a result of vehicles without license plates using the region’s toll bridges. The bill will establish a mandatory temporary license plate program, similar to that which exists in numerous other states (including Arizona, Delaware, Florida, Georgia, Montana, New Jersey, New Mexico, Rhode Island and Texas). The program would require:</p> <ul style="list-style-type: none"> • Installation of a temporary license plate at the point of sale on any new or used vehicle sold in California without a permanent plate. • Deployment of a system capable of providing toll authorities and law enforcement with registration information associated with the temporary license plate as soon as the temporary plate is installed.

FEDERAL		
Issue	Goal	Strategy
1. Surface Transportation Authorization	A. Maintain basic structure of MAP 21, but provide financial stability supporting a multi-year surface transportation bill	<p>Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to builds on the structure and performance-based framework established by MAP-21 and identify a new, permanent funding source of funding for the Highway Trust Fund. Seek inclusion of a new program focused on metropolitan mobility, increased funding for maintaining our existing roadways and transit systems — and most importantly — a new, dedicated funding source that supports an authorization bill of at least five years.</p>
	B. Support creation of a National Freight Program funded by a new, dedicated revenue stream	<p>MTC will partner with other metropolitan planning organizations in California and nationwide to urge Congress to establish a National Freight Program in the next surface transportation act that includes the following key elements:</p> <ul style="list-style-type: none"> • Requires DOT to establish a multimodal National Freight Network, expanding on the highway-focused “Primary Freight Network” required by MAP-21. • Establishes a National Freight Trust Fund backed by new user fees generating at least \$2 billion per year. • Incorporates multiple revenue options such that the burden of funding the new program is distributed widely across all freight modes. • Sources of new revenue that ought to be considered include, but are not limited to: <ul style="list-style-type: none"> ○ An optional charge that would be authorized at the federal level, similar to the airport Passenger Facility Charge, that seaports could levy to raise funding for freight-related infrastructure improvements. Funds would be returned directly to the port and could be eligible to be spent more broadly than a traditional container fee. ○ A mileage-based user fee for trucks ○ A freight waybill tax, sometimes called a “carriage” fee, added to the cost of transporting goods. ○ Raise and index existing user fees, such as the existing tire tax and heavy vehicle use tax.

Issue	Goal	Strategy
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in fiscal years 2013-14 and 2014-15 consistent with amounts authorized in MAP-21.
	B. Advocate for Capital Investment Grant funding for Resolution 3434 projects	Seek annual Capital Investment Grant (commonly referred to as “New Starts”) appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements (FFGAs) approved for the San Francisco Municipal Transportation Agency (SFMTA) Third Street Light Rail/Central Subway project and the Santa Clara Valley Transportation Authority’s BART to Berryessa extension. Seek Small Starts funding for bus rapid transit (BRT) projects sponsored by Alameda Contra Costa Transit District (East Bay, Oakland-San Leandro) and SFMTA (VanNess Avenue).
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	Track and support efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).
4. Pre-Tax Transportation Fringe Benefits	Preserve mode-neutrality in pre-tax transportation benefits	Continue our long-standing advocacy for parity between the pre-tax transportation fringe benefit allowed for public transit and vanpooling and that which is allowed for parking. Furthermore, condition the pre-tax allowance for parking expenses on an employer’s offering of a cash-out option to all employees who are offered the parking subsidy.
<u>5. Improve Efficiency of Region’s Air Travel</u>	<u>In partnership with the region’s three major airports, work to balance domestic flights between San Francisco, San Jose and Oakland</u>	<u>Work with the Regional Airport Planning Committee (RAPC) along with its constituent members to review changes to federal policy that would encourage airlines to reduce congestion and improved flight on-time performance at the San Francisco, Oakland and San Jose airports.</u>