



METROPOLITAN
TRANSPORTATION
COMMISSION

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Legislation Committee
December 13, 2013
Minutes

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Attendance

In the absence of Chair Haggerty and Vice Chair Liccardo, Ex Officio Commission Chair Rein Worth called the Legislation Committee meeting to order at 10:32 a.m. Committee members in attendance were: Commissioners Azumbrado, Giacopini, Halsted, Kinsey, Luce, Mackenzie and Spering. Commission Vice Chair Cortese was present in an ex-officio voting member capacity. Present as ad hoc non-voting members of the Committee were Commissioners Tissier and Wiener.

Consent Calendar

The Consent Calendar was unanimously approved after a motion by Commissioner Mackenzie and a second by Commissioner Luce.

2014 Final Advocacy Program

The Committee received the report from Randy Rentschler of MTC staff.

Committee discussion:

- Commissioner Kinsey commented on the issue of improving the efficiency of the region's air travel. He noted that the Federal Aviation Administration has identified Northern California as a Metroplex and, beginning in January 2014, there will be an extensive Environmental Assessment process that will lead to an optimization of airspace and procedures in the Metroplex. Commissioner Kinsey requested that the Regional Airport Planning Committee work with other partner agencies to optimize the region's air travel. Staff responded that the requested changes would be made.

With the additional elements, the 2014 Final Advocacy Program was unanimously approved after a motion by Commissioner Kinsey and a second by Commissioner Spering.

Vehicle License Fee Proposal

The Committee received the Vehicle License Fee (VLF) report from Randy Rentschler of MTC staff and Will Kempton, Executive Director of Transportation California. The VLF proposal is to raise the VLF from .65 percent to 1.65 percent. The additional 1 percent fee would be phased in at ¼ percent per year for four years and would be apportioned at 50 percent for local streets and roads, 40 percent for highways and 10 percent for transit.

Committee discussion:

- Commission Chair Rein Worth welcomed Mr. Kempton and thanked him for his leadership and many years of working in transportation.
- Commissioner Wiener thanked Mr. Kempton for dealing with the state transportation funding shortfall problem directly. He asked MTC to consider supporting a return to the 2 percent VLF instead of the proposed 1.65 percent. Commissioner Wiener also

expressed the view that more than 10 percent of the funds generated should be going to transit to bolster the transit system so that, as the region's population grows, more and more people have access to public transportation. Commissioner Wiener also informed the Committee that the City and County of San Francisco plans to go to the ballot with a local VLF. He believes such a measure can pass in San Francisco if the voters understand that the money will be used for transportation purposes but expressed concern that it may not be able to secure the necessary votes if this same funding source is on the ballot statewide at the same time. Mr. Kempton informed the Committee that he is aware of the situation in San Francisco and would like to meet with the City to discuss further. He informed the Committee that a 1 percent increase polled significantly higher than raising the VLF by an additional amount of 1.35 percent, to a full 2 percent.

- Commissioner Kinsey thanked Mr. Kempton for taking a leadership role. He asked if the language of the "Title and Summary" could be changed to make adjustments before going out for signatures. Mr. Kempton informed the Committee that the draft "Title and Summary" that was submitted could not be changed given the timeline for further work to be done by the Attorney General and Legislative Analyst. However, Mr. Kempton did inform the Committee that he is looking for different ways for the measure to be modified after it has been returned. One idea is to ask the Legislature to have a modified companion measure on the ballot that would be considered as a package. The Legislature could also rework the measure and add it to the ballot.
- Commissioner Spering expressed support for where the investment will be spent. He agrees that the metropolitan areas will have problems accommodating population growth and transportation is a very important component. He also agrees with the idea of providing flexibility at the regional level and appreciates the attention that this issue is getting because it is very important to the future of California.
- Commissioner Mackenzie thanked Mr. Kempton for presenting to the Committee and stated that he is in general agreement with the tenor of the previous remarks from the Committee members.
- Chair Rein Worth thanked Mr. Kempton for his work and commented that a comprehensive program is needed to address infrastructure needs for transportation including Cap and Trade revenues and further investment in transit. Mr. Kempton pledged to work with MTC, individual Commissioners, and local jurisdictions.
- Steve Heminger, MTC Executive Director, commented on the State Highway Operation and Protection Program (SHOPP), wherein funds are allocated throughout California strictly on the basis of need, whereas the VLF proposal would require the funds to be split 50/50 between the north and south. Mr. Kempton agreed with Mr. Heminger that a needs-based SHOPP program makes the most sense; however, these programs do not receive a significant amount of investment in the more urbanized areas.
- Commissioner Azumbrado asked if there had been any studies on how the fees would affect persons at lower income levels. In addition to this, he asked how people would be affected in urban areas. Mr. Kempton answered that this is a progressive tax structure, where the fee is assessed based on the value of the vehicle, and it is a declining scale in statute. Mr. Heminger added that people with higher incomes drive more often and have more cars. Compared to the gas tax, the VLF is a more progressive revenue source.

Tom Bulger's Report

The Committee received the report from Randy Rentschler of MTC staff.

Public Comment/Adjourn

There was no public comment. The meeting adjourned at 11:23 A.M. The next Committee meeting is scheduled for Friday, January 10, 2014 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, California.

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