



METROPOLITAN
TRANSPORTATION
COMMISSION

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

2008 DRAFT LEGISLATIVE PROGRAM

STATE

Regional Funding

Subject	Objective	Comments
1. New Funding-	Authorize new revenue source to meet regional objectives	<p>Since 1997, MTC has had existing authority to seek voter approval for a regional gas tax up to 10 cents/gallon. As a tax, this vote would require 2/3rds voter approval, a hurdle that most polling data have consistently shown to be out of reach. Accordingly, we recommend that we sponsor legislation to amend our existing authority to levy a road user fee with its requisite 50 percent plus one approval standard on the purchase of gasoline. As a fee proposal, eligible expenditures would have to provide a strong nexus between the fee paid and the expenditures for which the revenues are used.</p> <p><u>We will pursue two priorities have emerged</u> for the use of a new regional fund source. One is adequately maintaining our local streets and roads - a challenge facing every jurisdiction across the Bay Area and a priority in last year's legislative program in the form of a "pennies for potholes" gasoline user fee proposal. In addition, recent national and local poll data, including our own poll conducted in conjunction with the recent MTC/ABAG summit, held in Oakland on October 26th, indicate majority support for a 10-cent/gallon fee on gasoline to reduce the region's contribution to global climate change.</p>
	<u>Reduce vote threshold for local transportation taxes from 2/3 to 55 percent</u>	<u>Governor Schwarzenegger recently announced that he is supportive of lowering the vote threshold for local transportation taxes from 2/3 to 55 percent. MTC will monitor and support efforts to achieve this and will advocate that the vote threshold be changed not just for local sales tax measures, but for any local or regional tax measures for transportation.</u>

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2. Congestion Pricing	Authorize variable tolls on Doyle Drive	The U.S. Department of Transportation recently named the San Francisco Bay Area an Urban Partner in its effort to implement innovative congestion relief initiatives. This designation brings almost \$160 million in new federal transportation funds to the region, but the funding is contingent upon the ability to set variable tolls on Doyle Drive — the segment of roadway that links the Golden Gate Bridge to San Francisco. MTC will work with the San Francisco County Transportation Authority to sponsor a bill to authorize variable tolls on this single Bay Area roadway.
3. State Budget	A. Protect Transit Funding	Work with Bay Area transit operators and the California Transit Association (CTA) to prevent additional diversions of public transit funding to programs traditionally covered by the General Fund, such as school buses. Advocate for 50 percent of spillover funds to go to the Public Transportation Account (PTA), consistent with SB 79, a trailer bill to the FY 2007-08 budget. Provide support, including potential legal assistance, to CTA in its lawsuit to overturn the \$1.3 billion diversion of PTA funds in the FY 2007-08 budget.
	B. Maximize region's share of Proposition 1B	Ensure that the FY 2008-09 budget provides sufficient funding for the public transit, local street and road and State Transportation Improvement Program portions of Proposition 1B. Further ensure that any changes to the statutory formulas that control these funds provide a fair share to the Bay Area.
	C. Fully Fund Proposition 42	Recent revenue projections for the state's budget forecast a deficit in FY 2008-09 in the \$8-9 billion range. MTC will advocate that the Legislature take the necessary steps to address this structural deficit <u>without suspending and fully fund Proposition 42 or diverting other transportation funds.</u>

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<p>4. <u>Proposition 1B: Infrastructure-Bond Implementation</u> (cont'd)</p>	<p>A. <u>Maximize region's share of funding from the Trade Corridor and Air Quality funds</u> (Proposition 1B)</p>	<p>Closely monitor the development of the administrative guidelines and Support legislation for the Trade Corridor Improvement Fund that <u>implements the California Transportation Commission's adopted policy for this fund source</u>. In addition, advocate for a <u>portion of the air quality improvements related to goods movement</u>. ensures that the program meet the Bay Area's regional goods movement needs and priorities. Ensure that any selection of projects by the California Transportation Commission reflects the extensive prioritization efforts that MTC staff has conducted in developing our "Tier 1" list of projects with our regional partners. Advocate that the program prioritize developing infrastructure improvements related to import and export-based international trade, including Northern California international, national, and interregional gateway improvements. In addition, advocate for a portion of the air quality improvements related to goods movement.</p>
	<p>B. Maximize region's share of State/Local Partnership Program funds</p>	<p>Support legislation for the new State/Local Partnership Program — as proposed by SB 748 (Corbett) — that rewards local agencies for imposing taxes and fees for transportation. In addition to voter-approved sales tax revenue, eligible local match fund sources should include voter-approved <u>bridge tolls increases</u> and property taxes. Legislation should require that funds be administered on a formula basis that <u>maximizes the region's share of funds and</u> provides eligible recipients with a predictable level of funding over the program's five-year timeframe.</p>
<p>5. Goods Movement</p>	<p>Increase funding for goods movement improvements</p>	<p>Support the development of a container fee program — as proposed by SB 974 (Lowenthal) — affecting the three major ports in the state, including the Port of Oakland. Advocate that any program include local fee setting authority for the Port of Oakland and has sufficient protections to ensure the funds collected at the Port of Oakland be used for priority goods movement infrastructure projects selected by the Port of Oakland, with input from MTC. Advocate that eligible projects include projects at the Port itself, or on key access routes to the Port.</p>
<p>6. High-Speed Rail</p>	<p>Support the high-speed rail bond measure</p>	<p>Support the high-speed rail (HSR) bond measure and advocate for increasing the amount of the bond measure to help cover the cost of upgrading ACE and BART rail service through the Altamont corridor for regional rail service that would be compatible with future HSR. Support the Pacheco Pass alignment as the primary north/south alignment for HSR. Ensure that Bay Area interests are met in any change to funding formulas for feeder service.</p>

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Regional Policy Initiatives

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7. State Transit Assistance (STA) Funding	A. Broaden State Transit Assistance eligibility for Lifeline purposes	Support legislation to broaden the eligibility of State Transit Assistance (STA) population-based funds for discount transit fare cards for eligible low-income individuals. This is needed in order to provide greater flexibility to address one of the highest priority concerns emerging from our Community Based Transportation Plans — the cost of public transit.
	B. Improve STA funding predictability	Sponsor legislation to enact a technical change to the administration of STA with respect to the timing of the State Controller’s official revenue estimate that is used to calculate each operator’s annual share. This will improve efficiency as well as increase funding predictability for transit operators statewide.
8. State Funding Reform	Authorize urban counties to swap federal surface transportation program funds for state funds	Under current law, rural counties can swap their regional surface transportation program funds (a federal fund source) for state funds as a way to expedite project delivery by avoiding the lengthy process that is often associated with federal funds. MTC will work with other transportation agencies statewide to expand this exchange program to urban areas as well.
9. Toll Bridge Operational Improvements	Improve enforcement and traffic operations of all FasTrak® lanes and carpool lanes on the Bay Bridge	Sponsor Support legislation to prohibit improve enforcement and traffic operations of non-FasTrak® lanes. vehicles from driving in designated “FasTrak-only” lanes. Additionally, authorize the use of cameras for video license plate enforcement of the “bus-only” carpool lane on the San Francisco-Oakland Bay Bridge. Except for the designated carpool hours on weekdays, the special lanes on the right side of the Bay Bridge Toll Plaza are for use by buses only, making camera enforcement relatively simple to implement.

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State Policy Initiatives

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10. Reduce Vehicle Miles Traveled	Implement Optional Pay As You Drive Auto Insurance	Support legislation such as AB 1083 (Huffman) that proposes to authorize pay as you drive (PAYD) auto insurance (in which the premium is calculated in part and adjusted on the basis of how much a person drives) in California. Several states, including Oregon, Michigan, Minnesota and Texas, have PAYD auto insurance policies and research has shown a statistically significant impact on reducing vehicle miles traveled. By changing insurance from a fixed cost to a variable one that rises with each auto trip taken, PAYD auto insurance can be an effective incentive to encourage commuters to shift to ridesharing, transit or alternate modes — and thereby reduce vehicle miles traveled and its attendant air quality emissions. PAYD auto insurance also reduces the fixed costs associated with owning an automobile.
10. Climate Change, Land Use & Vehicle Miles Traveled	Reduce greenhouse gas emissions from the transportation sector	Support efforts, such as SB 375 (Steinberg), 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. Support efforts to provide financial assistance and other incentives, including substantive environmental streamlining under the California Environmental Quality Act (CEQA), to reward local jurisdictions that plan for growth in a manner consistent with regional goals to encourage more high-density housing within close proximity to public transit.
11. Transit Oriented Development/ Access for Persons with Disabilities	Ensure that state-supported housing near transit provide safe and convenient access for disabled persons from the housing to transit	Advocate during the development of administrative guidelines by the Department of Housing and Community Development that any projects directly or indirectly funded by Proposition 1C's Transit Oriented Development account or the Regional Planning, Housing and Infill Incentive Account provide safe and convenient access for persons with disabilities from the housing development to the closest transit stop or station.

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12. Bicycle & Pedestrian Access	Improve the safety and convenience of bicycling and walking	Support legislation — such as AB 1358 (Leno) — to incorporate “routine accommodation” of all users of the transportation road network into state guidelines for local general plans. Support other efforts to increase funding for Safe Routes to Schools and the Bicycle Transportation Account and improve safety for bicyclists and pedestrians.
13. Eminent Domain Reform	Support efforts to remedy project delivery problems resulting from SB 1210	SB 1210 (Torlakson) was enacted in 2006 to give property owners greater protection in the wake of the Kelo Supreme Court decision that authorized the use of eminent domain for private development. However, SB 1210 has had unintended consequences that could delay the construction of high priority transportation improvements. MTC will support legislation to reduce the potential for significant delays and cost overruns in the construction of transportation projects, while also ensuring adequate protection afforded to private property owners.

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FEDERAL		
Subject	Objective	Comments
1. SAFETEA (Safe, Efficient, Flexible Equity Act: A Legacy for Users) Reauthorization	Ensure that Bay Area needs are addressed in the national dialogue about key priorities for SAFETEA's successor	<p>The National Surface Transportation Policy and Revenue Study Commission, on which MTC Executive Director serves as a commissioner, will release its final report in December 2007. The report will evaluate the current condition and future needs of the nation's transportation system, contain short and long-term revenue options for the Highway Trust Fund, and propose to Congress policy and funding recommendations options for 15-, 30- and 50-year time horizons.</p> <p>MTC will carefully review these recommendations and participate in statewide and national dialogues about how to incorporate certain of them into the reauthorization of SAFETEA, with an emphasis on identifying additional federal funding mechanisms to address the region's traffic congestion and goods movement challenges.</p>
2. Climate Change/ Energy Policy	Advocate for federal action on climate change to assist the Bay Area in meeting its goals	<p>Monitor federal legislative proposals on climate change and energy policy to ensure that any legislation to reduce greenhouse gas emissions be structured in such a way as to assist the region in achieving our greenhouse gas reduction goals as well as our mobility goals. In order to help the region and the state reduce greenhouse gas emissions associated with transportation, advocate that Congress pursue a multi-pronged approach to solving the problem, including a carbon tax, cap-and-trade, and improving vehicle fuel efficiency standards.</p>
3. FY 2008-09 U.S. DOT Appropriations	Maximize the flow of New and Small Starts Funds to the region	<p>MTC will continue its advocacy efforts to implement the Regional Transit Expansion Plan, Resolution 3434, by advocating for federal New Starts funds for San Francisco Muni's Third Street Light Rail/Central Subway project, the region's top priority for New Starts funding in FY 2008-09 while the Santa Clara Valley Transportation Authority has temporarily withdrawn from the New Starts process. <u>As necessary, MTC will support VTA's efforts to work with the Federal Transit Administration on the Silicon Valley Rapid Transit Corridor Project as VTA seeks to reenter the New Starts process in calendar 2008.</u></p> <p><u>With regard to Small Starts funding, MTC will work with our transit partners to ensure that Congress fully funds the Small Starts Program at the authorized level of \$200 million. MTC will also and in particular, with support AC Transit's efforts to secure to provide Small Starts funding for their Rapid Bus project (the region's top Small Starts candidate) to ensure that Congressional appropriators honor the legislative intent of SAFETEA and fully fund the Small Starts program in FY 2008-09 at the authorized level of \$200 million.</u></p>

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4.FY 2008-09 U.S. DOT Appropriations (cont'd)	Maximize Transit Security Funding	In 2007, Congress enacted H.R. 1, which authorizes transit security funding for the next four years beginning with \$750 million nationwide in FY 2009. MTC will continue to support efforts to secure a multi-year transit security authorization bill — for both operating and capital security needs. MTC will promote a policy that distributes funds on the basis of risk, threat and consequence, as well as providing a minimum level of funding to all operators to meet new federal transit security requirements.