



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Joint MTC ABAG Legislation Committee

David Canepa, Chair Jesse Arreguin, Vice Chair

Friday, January 12, 2024

9:45 AM

Board Room - 1st Floor

The Joint MTC ABAG Legislation Committee is scheduled to meet at 9:45 a.m. or immediately following the 9:40 a.m. Joint MTC Planning Committee with the ABAG Administrative Committee meeting, whichever occurs later.

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Contra Costa County Offices, 2255 Contra Costa Blvd., Suite 202, Pleasant Hill, CA 94523

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84240278213>

Or One tap mobile :

+13462487799,,84240278213# US (Houston)

+12532158782,,84240278213# US (Tacoma)

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 842 4027 8213

International numbers available: <https://bayareametro.zoom.us/j/kcPi7wYhEN>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Roster

David Canepa (Chair), Jesse Arreguin, (Vice Chair), Eddie Ahn, Ken Carlson,
Carol Dutra-Vernaci, Pat Eklund, Dorene M. Giacopini*, Matt Mahan,
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Belia Ramos,
James P. Spering, Aaron Tiedemann, Vacant, and Vacant
*Non-Voting Member

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (8).

2. Consent Calendar

- 2a. [23-1477](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the
December 8, 2023 Meeting
Action: Committee Approval
Attachments: [2a_23-1477_2023-12-08_Joint_MTC_ABAG_Legislation_Committee_Meeting](#)
- 2b. [23-1478](#) Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past
month from Washington, D.C. prepared by the Summit Strategies team.
Action: Information
Presenter: Georgia Gann Dohrmann

3. State and Federal Legislation

- 3a. [23-1479](#) Overview of Governor Newsom's Fiscal Year 2024-25 State Budget
Proposal

Highlights of Governor's proposed Fiscal Year 2023-24 budget, including
planned transit investments.
Action: Information
Presenter: Georgia Gann Dohrmann
Attachments: [3a_Summary_Sheet_Overview_of_FY2024-25_State_Budget_Proposal.pdf](#)

- 3b.** [24-0101](#) Regional Transportation Revenue Measure Enabling Legislation
- Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.
- Action:** MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3b Summary Sheet Transportation Revenue Measure.pdf](#)
[3b Attachment A Rider Focused Outcomes from Regional Measure.pdf](#)
[3b Attachment B Key Provisions Summary Updated.pdf](#)
[3b Attachment C Proposed Vision Statement and Focus Areas.pdf](#)
[3b Attachment D Description of Expenditure Categories.pdf](#)

- 3c.** [23-1342](#) Proposed Final 2024 MTC/ABAG Joint Advocacy Program
- Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.
- Action:** ABAG Executive Board Approval
MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3c Summary Sheet 2024 Joint Advocacy Program.pdf](#)
[3c Attachment A Final 2024 Joint Advocacy Program.pdf](#)

4. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

5. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, February 9, 2024 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1477 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 11/15/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Approval of Joint MTC ABAG Legislation Committee Minutes of the December 8, 2023 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a 23-1477 2023-12-08 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Joint MTC ABAG Legislation Committee Minutes of the December 8, 2023 Meeting

Recommended Action:
Committee Approval

Attachments:



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

David Canepa, Chair Jesse Arreguin, Vice Chair

Friday, December 8, 2023

9:45 AM

Board Room - 1st Floor

Roster

David Canepa (Chair), Jesse Arreguin, (Vice Chair), Eddie Ahn, Ken Carlson, Carol Dutra-Vernaci, Pat Eklund, Dorene M. Giacopini*, Matt Mahan, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Belia Ramos, James P. Spering, Aaron Tiedemann, Vacant, and Vacant
***Non-Voting Member**

1. Call to Order / Roll Call / Confirm Quorum

- Present:** 12 - Chair Canepa, Vice Chair Arreguin, Committee Member Ahn, Committee Member Carlson, Committee Member Dutra-Vernaci, Committee Member Eklund, Committee Member Moulton-Peters, Committee Member Noack, Committee Member Rabbitt, Committee Member Ramos, Committee Member Spering and Committee Member Tiedemann
- Absent:** 1 - Committee Member Mahan

Non-Voting Member Present: Dorene M. Giacopini
Ex Officio Voting Member Present: Commission Chair Pedroza

The following individuals participated from noticed remote locations: Vice Chair Arreguin, Member Carlson, Member Eklund, Member Giacopini, and Member Ramos.

2. Consent Calendar

Upon the motion by Committee Member Rabbitt and second by Committee Member Eklund, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 12 - Chair Canepa, Vice Chair Arreguin, Committee Member Ahn, Committee Member Carlson, Committee Member Dutra-Vernaci, Committee Member Eklund, Committee Member Moulton-Peters, Committee Member Noack, Committee Member Rabbitt, Committee Member Ramos, Committee Member Spering and Committee Member Tiedemann

Absent: 1 - Committee Member Mahan

2a. [23-1340](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the November 3, 2023 Meeting

Action: Committee Approval

Attachments: [2a 23-1340 2023-11-03 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

2b. [23-1341](#) Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b 23-1341 MTC Report November 2023.pdf](#)

3. Transportation

3a. [23-1494](#) Bay Area Regional Transportation Effort - Voter Survey Report

Analysis of a poll conducted by EMC Research, Inc. (EMC), which examined voter opinions on potential transportation funding measures, general concerns, and priorities and perceptions of transportation (and public transit in particular) to help inform a future regional transportation measure enabling legislation.

Action: Information

Presenter: Rebecca Long, MTC & Ruth Bernstein, EMC Research, Inc.

Attachments: [3a 23-1494 Summary Sheet Polling-Results Update.pdf](#)

[3a ii Handout a PowerPoint 23-1494 By Area Regional Transportation Effort Voter Survey Report.pdf](#)

[3a ii Handout b MTC Topline 23-1494 Bay Area Regional Transportation Effort Voter Survey Report.pdf](#)

The following individuals spoke on this item:

Charley Lavery, MTC Policy Advisory Council; Greg Greenway, Chamber of San Mateo County; Emily Wheeler, Public Advocates; Andrew; Ray Mueller, Caltrain and CalTrans; Peter Straus, SF Transit Riders; and Adina Levin, Friends of CalTrain.

3b. [23-1424](#) Regional Transportation Revenue Measure Update

Update on a potential 2026 regional transportation revenue measure, including background on potential reform concepts that could accompany enabling legislation.

Action: Information

Presenter: Rebecca Long

Attachments: [3bi_23-1424_Summary_Sheet_Transportation_Revenue_Measure_Update.pdf](#)
[3bii_Attachment](#)
[A_Statutes_Related_to_MTC_and_Transit_Coordination.pdf](#)
[3biii_Attachment_B_Regional_Measure.pdf](#)
[3biv_Public_Comment_Regional_Transportation_Measure.pdf](#)

The following individuals spoke on this item:

Ian Griffiths, Seamless Bay Area; Glenn S. Overton; Emily Loper, Bay Area Council; Charley Lavery, MTC Policy Advisory Council and Operating Engineers Union Local 3; Greg Greenway, Chamber of San Mateo County; Laurel Paget-Seekins, Public Advocates; Peter Straus, SF Transit Riders; Adina Levin; Christine Fitzgerald; Bob Allen, Urban Habitat and Voices for Public Transportation; Raayan Mohtashemi, Legislative Aide Senator Scott Wiener; Larisa Ocañada, SAMCEDA; Andrew; Nadia Naik, CARRD; Amy Thomson, TransForm; Cyrus Hall; and Diane Howard, Redwood City City Council.

Written public comments were received from:

Congress Members Eshoo, Mullin, Lofgren, and Panetta; Senator Josh Becker; Voices for Public Transportation SPUR; CARRD, Chamber of San Mateo County, and SAMCEDA; SamTrans; Seamless Bay Area; and Caltrain.

4. State and Federal Legislation

4a. [23-1343](#) Sacramento and Washington, D.C. Visits

Update on preparations for MTC/ABAG's 2024 Sacramento and Washington, D.C., legislative advocacy trips.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a 23-1343 Summary Sheet Sacramento and Washington D.C. Visits.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, January 12, 2024 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1478 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 11/15/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1479 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/15/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Overview of Governor Newsom’s Fiscal Year 2024-25 State Budget Proposal
Highlights of Governor’s proposed Fiscal Year 2023-24 budget, including planned transit investments.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Summary Sheet Overview of FY2024-25 State Budget Proposal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Overview of Governor Newsom’s Fiscal Year 2024-25 State Budget Proposal

Highlights of Governor’s proposed Fiscal Year 2023-24 budget, including planned transit investments.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

January 12, 2024

Agenda Item 3a - 23-1479

Overview of Governor Newsom's Fiscal Year 2024-25 State Budget Proposal

Subject:

Highlights of Governor's proposed Fiscal Year 2023-24 budget, including planned transit investments.

Summary:

California's fiscal year (FY) 2024-25 budget negotiations will kick into high gear this month with the anticipated January 10 release of Governor Newsom's budget request. (As of the writing of this memo, the budget request has not been made public). The state's fiscal outlook is even bleaker than last year's prediction; the Legislative Analyst's Office (LAO) in early December 2023 projected California's budget deficit would grow to \$68 billion in FY 2024-25, up from the \$14 billion lawmakers anticipated when crafting last year's budget deal. Of significant concern is how the Governor will propose to address this shortfall considering the \$2 billion in General Fund commitments for transit made in last year's budget agreement (plus additional funding from other sources) for FY 2024-25, described below. Staff will provide a verbal update at your meeting on the Governor's FY 2024-25 State Budget proposal.

Recap of Transit Commitments for FY 2024-25 in Last Year's Budget

As a reminder, last year's budget agreement included a four-year, \$5.1 billion transit package, with \$4 billion committed through a regional Transit and Intercity Rail Capital Program (TIRCP) and \$1.1 billion to be distributed through a new Zero Emission Transit Capital Program, with the flexibility to use all funds for either capital or operating purposes. The Bay Area's share of these funds flows to MTC, with the \$4 billion distributed according to the region's share of the state's population. The Bay Area is set to receive approximately \$770 million, which the Commission in October 2023 committed as follows:

- BART Core Capacity Program (\$350 million)
- VTA's BART to Silicon Valley, Phase 2 (\$375 million)
- Transit Operations Reserve (\$45 million)

The TIRCP portion of the funding is from the state's General Fund. The Legislature appropriated half the regional TIRCP funds in the FY 2023-24 budget. The transit package stipulated that the remaining funds (\$2 billion statewide; \$385 million for the Bay Area) would be appropriated in the FY 2024-25 state budget.

The transit package provided that the \$1.1 billion Zero Emission Transit Capital Program be distributed to MTC and other regional transportation planning agencies over a four-year period beginning with \$410 million in FY 2023-24 and \$230 million for each of fiscal years 2024-25, 2025-26 and 2026-27 based on the State Transit Assistance formula. The Bay Area's share over the four years is approximately \$400 million.

In November 2023, the Commission committed this \$400 million for emergency operating assistance and adopted a proposed distribution of emergency operating funding for Bay Area transit operators facing near term operating shortfalls. Consistent with the requirements of Senate Bill 125, the FY 2023-24 transportation trailer bill, the Commission identified additional resources – including TIRCP resources committed through the 2023 transit package and a contribution of regional discretionary funds – to address Bay Area transit operator's three-year standardized operating shortfalls (\$776 million).

Issues:

None identified.

Recommendations:

Information

Attachments:

- None



Andrew B. Fremier

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0101 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 12/12/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Regional Transportation Revenue Measure Enabling Legislation

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Sponsors:

Indexes:

Code sections:

Attachments: [3b Summary Sheet Transportation Revenue Measure.pdf](#)
[3b Attachment A Rider Focused Outcomes from Regional Measure.pdf](#)
[3b Attachment B Key Provisions Summary Updated.pdf](#)
[3b Attachment C Proposed Vision Statement and Focus Areas.pdf](#)
[3b Attachment D Description of Expenditure Categories.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Transportation Revenue Measure Enabling Legislation

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Presenter:

Rebecca Long

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

January 12, 2024

Agenda Item 3b - 24-0101

Regional Transportation Revenue Measure Enabling Legislation

Subject:

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Background:

At the December 2023 Commission meeting, staff provided an overview of the draft elements of the enabling legislation for a future regional transportation revenue measure (enabling legislation) that had been presented to the MTC/ABAG Joint Legislation Committee earlier in the month, plus a recommendation that the enabling legislation include policy provisions to help deliver rider-focused outcomes for the Bay Area traveling public, including priorities identified in the Bay Area Transit Transformation Action Plan (TAP) and other goals and focus areas of the measure (see Attachment A).

Specifically, staff recommended enabling legislation strengthen MTC's role as a regional transit network manager by including statutory changes to accelerate implementation of key Bay Area Transit Transformation Action Plan (TAP) action items and other customer facing policies that would benefit from a regional approach, such as ambassadors to assist riders and support a safe atmosphere. Staff also sought guidance on whether the Commission wanted staff to explore governance changes, including potential consolidation of transit agencies, in the context of the enabling legislation.

While no action was taken, numerous commissioners expressed support for including provisions in the enabling legislation to improve transit agency coordination, and specifically improving the transit rider experience by strengthening MTC's authority as the region's transit network manager. On the other hand, several commissioners expressed concerns about further exploring governance changes (including transit agency consolidations) in the context of the enabling legislation. While there were some comments noting that restructuring the region's transit governance to have fewer operators could be beneficial at some point the future, given the

significant opposition from many stakeholders – including local, state and federal elected officials – and the importance of building a strong unified coalition across all nine counties in support of the regional transportation measure, the Commissioner directed staff to focus on transit coordination over consolidation.

Based on feedback received to date, this memo presents an outline of the proposed enabling legislation for MTC to sponsor (see Attachment B for a summary of key provisions). Staff will incorporate additional input provided by this committee into a final proposed outline for Commission approval this month. Once approved, staff will share that outline with Senator Wiener, who has committed to authoring the bill, and would anticipate coordinating with his office on the introductory bill language in advance of the February 16 bill introduction deadline.

Overview:

What is the Regional Transportation Measure Trying to Achieve?

As indicated last month, staff proposes that the revenue measure's core goal be advancing "**a climate-friendly transportation system in the Bay Area that is safe, accessible and convenient for all.**" At the December Commission meeting staff also presented a vision statement for the transportation revenue measure to serve as a "North Star" to keep in focus for the entirety of the legislative and ballot measure development process. Below is an updated version that is more concise and attempts to incorporate feedback from the Commission and stakeholders. A vision statement describes the future we want to achieve, not present conditions. (See Attachment C for a track changes version.)

The Bay Area has a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate, and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering

greenhouse gas emissions, strengthening the region's economy and improving quality of life.

While the vision would not necessarily be incorporated into the legislation, it could be used in the "findings and declarations" portion of the bill and useful in the development of fact sheets and other materials. Therefore, staff requests the Committee's feedback and endorsement of the vision language for final adoption by the Commission. Staff proposes the following three specific focus areas for the measure (see Attachment C for a track changes version):

1. ***Protect and Enhance Transit Service***: Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
2. ***Make Transit Faster, Safer, and Easier to Use***. Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
3. ***Enhance Mobility & Access for All***. Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

Revenue Measure Funding –Expenditure Priorities and Funding Source Options

Based on feedback at the Commission last month, staff recommends pursuing enabling legislation that would authorize Bay Area voters in 2026 or later to raise revenue (with no capped limit on amount) to invest in the expenditure categories listed below, which are described in more detail in Attachment D. MTC in our early work analyzing revenue options assessed tax rates needed to generate approximately \$1 billion per year. Transit advocates have voiced support for raising *at least \$2 billion* per year – a scale that would allow for significant investments in improving and expanding transit service, in addition to closing the formidable transit operating gap (transit operators continue to forecast shortfalls in excess of \$700 million per year starting in FY 2025-26). Additionally, other stakeholders – including county

transportation authorities and labor partners – have conveyed their top priorities for a measure include robust investments in safe streets and other capital improvements. The approach above would keep the door open for revenue generation at that “at least \$2 billion” magnitude while providing flexibility to scale a measure according to what voters will bear.

Proposed Expenditure Categories

1. **Transit transformation.** Sustain, expand and improve transit service for both current and future riders. Accelerate Transformation Action Plan customer-focused initiatives and other service improvements that are high priorities for Bay Area voters and riders, including safety, and help fund zero-emission transit transition.
(Note incorporation of zero emission transit transition, which had been accidentally omitted from wording in December)
2. **Safe streets.** Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety enhancements and pothole repairs.
3. **Connectivity.** Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.
4. **Climate resilience.** Fund planning, design and/or construction activities that protect transportation infrastructure and nearby communities from rising sea levels, flooding, wildfires and extreme heat.

Staff is not recommending any expenditure shares or dollar amounts for any of these categories at this time, given the importance of further conversation with Bay Area stakeholders and our legislative delegation, as well as uncertainty about the size of the revenue measure that the Legislature will authorize for placement on the ballot. However, staff recommend that the Commission incorporate the concept of flexibility into the introductory version of the bill version of the bill through a “flexible” category (amount to be determined) that would enable MTC to adjust the funding levels for the four categories over time, according to changing circumstances and need.

Potential Source of Revenue for a Future Measure

Regarding the revenue mechanism, staff continues to recommend pursuit of a menu of revenue options, subject to a maximum rate, and an allowance for revenue options to be pursued sequentially over time. Staff continue to recommend the Commission pursue the following revenue options for inclusion “on the menu”: 1) Sales tax; 2) Income tax; 3) Payroll tax; 4) Square footage-based parcel tax; 5) Bay Area-specific vehicle registration surcharge with tiered rates based on the value of the vehicle; and 6) Regional vehicle miles traveled (VMT) charge. Neither a vehicle registration surcharge or a regional VMT charge could be pursued in 2026 so these options will only make sense if the Legislature agrees to authorize sequential measures. Furthermore, staff recommends a regional VMT charge be conditioned upon the state having already implemented its own statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle’s value), and that the regional charge may not be implemented sooner than 2030.

Policy Provisions to Deliver on Rider-Focused Outcomes

As described in the “background” portion of this memo, staff heard support at the Commission meeting for strengthening MTC’s ability to deliver transformational “rider focused outcomes” that were the focus of the Bay Area Transit Transformation Action Plan. Accordingly, staff recommends the enabling legislation designate MTC with responsibility for setting policies that are essential to the user experience of a seamless transit system and condition receipt of transportation funds on compliance with standards related to:

- Fare payment (how fares are paid)
- Fare integration (fare transfers, discounts, passes, etc.).
- Schedule coordination
- Mapping & wayfinding (includes directional signage and harmonious transit branding to make transit more accessible and recognizable across the region)
- Real time information

- Other customer-facing operating policies that would benefit from a regional approach, including safety and workforce development

Notably, statutes related to MTC's existing transit coordination role already require establishing a "regional transit coordinating council," so the newly established Regional Network Management Council could be recognized to have a formal advisory role concerning key decisions MTC would make as a regional network manager.

As referenced during discussion at the Commission, staff also recommends inclusion of a policy provision to expand the Bay Area Commuter Benefit Program (administered jointly by MTC and the Bay Area Air Quality Management District) to include a mandate requiring that large employers (with 50 or more employees located in the Bay Area) with locations near transit provide their staff with a universal transit pass, i.e., the Clipper BayPass. According to initial feedback Senator Wiener's Office has received from the state's Legislative Counsel, such a mandate would be subject to voter approval and would therefore need to be incorporated into the regional transportation measure.

Conclusion

Staff seeks the Committee's support for the proposed vision, goal and focus areas, expenditure categories and summary of key policy provisions (Attachment B) outlined in this memo to forward to the Commission for final approval.

Recommendations:

Commission Approval

Attachments:

- Attachment A: Rider-Focused Outcomes from a Regional Measure
- Attachment B: Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Draft)
- Attachment C: Proposed Vision Statement and Focus Areas and Comparison with Prior Versions

- Attachment D: Description of Expenditure Categories

A handwritten signature in blue ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier

Recommended Bay Area Transit Rider-Focused Outcomes from a Regional Measure

The regional measure authorizing legislation should include policy provisions that will help deliver outcomes we want to see for the Bay Area traveling public. These rider-focused outcomes should guide the Commission’s recommendations for accountability provisions in authorizing legislation. MTC’s Blue Ribbon Task Force on Transit Recovery (Task Force) laid a solid foundation by identifying “Transformational Outcomes” that would help “reshape the region’s transit system into a more connected, more efficient, more user-focused mobility network across the entire Bay Area and beyond.” Since the Task Force completed the Transformation Action Plan (TAP) in 2021, safety and cleanliness on public transit has been elevated by Bay Area residents as a top barrier to riding transit. Staff recommends the following list – pulled largely from the TAP – should serve as the basis of the “rider focused outcomes” a measure should aim to achieve (additions to the TAP’s “Transformational Outcomes” are shown in italics and are consistent with the recommended goal and focus areas of the measure).

Fares & Payment: Simpler, consistent, and equitable fare and payment options attract more riders.

Customer Information: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

Transit Network: Bay Area transit services are equitably planned and integrally managed as a unified, efficient and reliable network.

Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

Safety: *Bay Area transit riders feel comfortable and safe while navigating the public transit network.*

Funding: The Bay Area’s transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Draft)

TOPIC	RECOMMENDATION
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on funding level to be authorized, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a "flexible" category to enable adjustments based on future needs and subject to changing circumstances.
Accountability	<p>To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit from a regional approach (e.g. safety and workforce development) upon enactment of enabling legislation.</p> <p>Upon ballot measure's approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>
Travel Demand Management Provision	Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area that are located near transit provide the Clipper BayPass to their employees.
Geographic Area of Tax	Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.
Citizen Initiative Option	Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote. (This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.

Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than 2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.

Updated Proposed Regional Transportation Measure Vision Statement and Focus Areas: Comparison with Version Presented at December 2023 Commission Meeting

Vision Statement (Updated)

The Bay Area has a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life.

Comparison with December Version

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

The Bay Area has a **world-class, reliable, affordable, *efficient* and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors *while also helping **combat** ~~combats~~ the climate crisis. The*; a public transit network that offers safe, *clean*, frequent, *is* accessible, easy to navigate, *and reliable service; affordable, and gets* getting transit riders where they want and need to go *safely, affordably, quickly and seamlessly; local roads are well maintained. Service, fares, schedules, customer information and transit identity are coordinated and consistent across transit systems.*; and transit ~~Transit~~, biking, ~~and~~ walking *and wheeling* are ~~reliable and~~ safe, convenient and competitive alternatives to driving; *enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life. resulting in increased transit ridership, biking and walking and reduced growth in vehicle miles traveled. The Bay Area has the resources needed to sustain and enhance multimodal transportation options (including associated infrastructure improvements) and accountability to ensure the region's infrastructure and services are dependable, efficient and safe.*

Focus Areas (Updated)

- 1. Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
- 2. Make Transit Faster, Safer, and Easier to Use.** Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
- 3. Enhance Mobility & Access for All.** Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

Comparison with December Version

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

- 1. Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
- 2. Make Transit Faster, Safer, and Easier to Use.** Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, ~~and~~ implementing the Bay Area Transit Transformation Action Plan *and strengthening regional network management*.
- 3. Enhance Mobility & Access for All.** Make it safer and ~~easier~~ *more accessible* for people of all ages and abilities to get to where they need to go by preserving and enhancing ~~access~~ *mobility* for all transportation system users, including people walking, biking, and wheeling.

Description of Draft Expenditure Categories & Eligible Investments (Changes Compared to November Committee)

Note: Text additions are reflected in *italics* and deletions indicated with ~~strikethroughs~~.

Category	Description	Examples of Eligible Investments (not exhaustive)	Equity & Climate Considerations
<p>Transit Transformation</p>	<p>Sustain, and/or expand, <i>and improve</i> transit service levels on bus, rail, and ferry lines to serve for both current and future riders. Accelerate Transformation Action Plan <i>customer-focused initiatives that are high priorities for Bay Area voters and riders, including safety, and help fund the zero-emission transit transition</i> improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</p> <p>Notes:</p> <p>1. Further analysis of the long-term transit operating needs will be available this fall as</p>	<ul style="list-style-type: none"> - Preservation of existing routes and frequencies - Increased frequencies <i>frequency of service</i> and/or areas served <i>where needed and financially sustainable</i> - Network restructuring that leads to net increase in transit service-hours. - Simplified and standardized fare programs & discounts - Improved signage <i>Signage and wayfinding improvements at and around</i> stations and bus stops. 	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<p>part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels and/or expand service frequencies.</p> <p>2. This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</p>	<ul style="list-style-type: none"> - <i>Zero emission bus purchases and related infrastructure.</i> - <i>Improving bus stop site conditions and installing new or replacement amenities, including bus shelters, lighting, seating, and accessibility upgrades.</i> - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Safety enhancements, such as community ambassadors, improved lighting & security cameras - Paratransit service expansion to enable "one-seat rides" 	<p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
		<ul style="list-style-type: none"> - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion 	
Safe Streets	<p><i>Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety and accessibility enhancements and pothole repairs.</i></p> <p><i>Note: This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic</i></p>	<p>Projects would ideally include two or more-features to yield progress toward the multiple goals concurrently outcomes in the program description, such as:</p> <ul style="list-style-type: none"> - Street repaving projects - Buffered or protected bike lanes - <i>Sidewalk improvements, bulb-outs and/or curb cuts</i> Expanded sidewalks and/or bulb-outs 	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p> <p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<p>balance throughout the nine-county region.</p>	<ul style="list-style-type: none"> - <i>Upgrades at and around bus stops to improve safety and accessibility</i> - Parallel multimodal trails - Traffic calming features - Traffic signal optimization - Green infrastructure elements 	<p>of GHG-neutral and GHG-reducing projects.</p>
<p>Connectivity</p>	<p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.</p> <p>Example projects include express lanes; <i>rail safety improvements rail grade separations</i>, rail extensions and interchange modernizations.</p> <p><i>Note:</i> This would help the region implement near-to-medium</p>	<ul style="list-style-type: none"> - Rail extensions - Rail grade separation & modernization, <i>at grade crossings and other rail safety projects</i> - Zero emission bus purchases and related infrastructure - New ferry terminals - Carpool-to-express lane conversions 	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., <i>transit and rail improvements megaprojects</i>), although select non-capacity-</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<p>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</p>	<ul style="list-style-type: none"> - Highway interchange modernizations 	<p>increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.</p>
<p>Climate Resilience</p>	<p>Fund planning, design and/or construction activities that protect benefit transportation infrastructure and nearby communities <i>from rising sea levels, flooding, wildfires and extreme heat</i> by protecting them from sea level rise.</p> <p><i>Note:</i> While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to undertake</p>	<ul style="list-style-type: none"> - Local or subcounty resilience plans to refine future pipeline of projects - Design and environmental analyses for future sea level rise resilience projects - Implementation of specific sea level rise resilience projects, such as: <ul style="list-style-type: none"> o Levees & horizontal levees o Infrastructure elevation 	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on climate risk and investments would be contingent upon a robust community</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	the necessary project development work so we can better compete for future state or federal funding in the years ahead.	<ul style="list-style-type: none"> ○ Tidal gates ○ Wetland restoration 	<p>engagement process to engage local residents.</p> <p>Investments related to climate resilience are anticipated to all be GHG reducing or GHG neutral.</p>

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-1342 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 10/17/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Proposed Final 2024 MTC/ABAG Joint Advocacy Program

Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Sponsors:

Indexes:

Code sections:

Attachments: [3c Summary Sheet 2024 Joint Advocacy Program.pdf](#)
[3c Attachment A Final 2024 Joint Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed Final 2024 MTC/ABAG Joint Advocacy Program

Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

ABAG Executive Board Approval
MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

January 12, 2024

Agenda Item 3c - 23-1342

Proposed Final 2024 MTC/ABAG Joint Advocacy Program

Subject:

Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Background:

Attachment A is the proposed Final 2024 Joint Advocacy Program, which incorporates adjustments based on the Committee's feedback in November as well as feedback from partner agency staff and other stakeholders. Text changes are shown in italics and strikeout.

Proposed 2024 Legislative Priorities & Final Advocacy Program Updates

Staff is proposing that MTC/ABAG's top 2024 advocacy priority will be MTC-sponsored enabling legislation for a potential 2026 regional transportation revenue measure and accompanying policy provisions to support transit system improvements that enhance coordination and improve the rider experience. The most substantive changes from the draft advocacy program to the proposed final 2024 advocacy program are on this item . Specifically, the proposed final program specifies the intent for transit accountability and reform measures to be incorporated into the revenue measure enabling legislation. Other anticipated priorities remain as follows, with major modifications italicized:

- Maintaining state transit funding commitments made in the Fiscal Year 2023-24 state budget deal;
- Engaging in ongoing discussions related to narrowing the Bay Area's near-term transit operating funding gap;
- Continuing to coordinate with Assemblymember Aguiar-Curry and other coalition partners on Assembly Constitutional Amendment 1 "clean-up" legislation to ensure the measure appearing before voters in November 2024 has the best possible chance of passage; and
- Engaging in discussions related to updating the Regional Housing Needs Allocation (RHNA) process.

Other state focus areas such as transportation system effectiveness, climate, resilience and the Brown Act remain largely consistent with the draft advocacy program (and last year's advocacy program), with clarifying updates such as noting that MTC/ABAG will continue to engage in discussions related to road pricing as it relates to Plan Bay Area 2050 implementation. Similarly, proposed federal advocacy priorities track closely with those from the draft advocacy program. Staff continues to propose MTC/ABAG begin to engage with national partners on surface transportation reauthorization priorities (Federal Advocacy item 2).

Outreach on 2024 Advocacy Program

In addition to seeking feedback from the Joint Legislation Committee in November, the draft advocacy program was presented to MTC's Policy Advisory Council, MTC's Partnership Legislative Committee comprised of staff in Bay Area transportation agencies and other advocacy organizations involved in transportation policy, housing partners from around the region and legislative staff from the Bay Area's delegation in Sacramento for feedback. Additionally, in developing advocacy priorities, staff conferred with Bay Area regional agency partners, regional transportation planning agencies from across the state and state and national transportation and housing partners.

Recommendation:

MTC Commission Approval

ABAG Executive Board Approval

Issues:

None identified.

Attachments:

- Attachment A: Final MTC/ABAG 2024 Joint Advocacy Program



Andrew B. Fremier



FINAL DRAFT 2024 JOINT ADVOCACY PROGRAM

Note: This is an updated version of the Draft 2024 Advocacy program presented at the November Joint Legislation Committee. Text additions are displayed in *italics* and text removals are indicated with ~~strikethroughs~~.

State Advocacy Objectives and Goals

- 1. Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050 (and future iterations of Plan Bay Area), including funding for operating and maintaining the transportation network, transit modernization and expansion, equitable mobility improvements, decarbonizing the transportation system, and improving the resilience of our transportation network. Explore non-traditional fund sources, including the proposed state climate bond (SB 867 (Allen)/AB 1567 (Garcia)). Further, support incorporating equity considerations into funding decisions, but oppose relying exclusively on communities defined by the state’s CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.

Transportation Funding	Goals
A. Regional Revenue Measure	MTC to sponsor state authorizing legislation for a future regional transportation revenue measure <i>to create a climate-friendly transportation system that is safe, accessible and convenient for all</i> . Pursue a unified Bay Area engagement and advocacy strategy to develop and maintain consensus around the purpose/goals, expenditure plan priorities <i>and menu of revenue options</i> . <i>Include within the enabling legislation transit oversight and accountability provisions aimed at delivering a more reliable, connected, convenient, rider-friendly Bay Area transit network</i> . Engage with the public to inform contents of enabling legislation for a future regional transportation revenue measure.
B. State Transit Funding	Engage in ongoing discussions related to narrowing the Bay Area’s transit operating funding gap and seek opportunities to fund transit system improvements that enhance coordination and improve the rider experience. <i>Support the extension of the state’s Cap-and-Trade Program</i> . Maintain future funding promised in the \$5.1 billion state transit package that was included in the fiscal year (FY) 2023-24 state budget, including advocating for \$2.2 billion in FY 2024-25 (\$2 billion in General Fund for the regional Transit and Intercity Rail Capital Program and \$230 million in Greenhouse Gas Reduction Fund monies for the new Zero Emission Transit Capital Program).

2. **Public Transit System Improvements:** Support policies aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly.

Public Transit System Improvements	Goals
A. Transit Transformation Action Plan	Support policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Recovery Task Force. Support reforms that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. <i>(Also see Item 1A).</i>
B. Other Bay Area Transit System Improvements	Building on 2A, explore opportunities to strengthen transit network management. Further, support high-priority system improvements that extend beyond items identified in the Action Plan, including safety and security.

3. **Housing Production, Preservation and Tenant Protection (“3 Ps”):** Improve access to opportunity and support the Bay Area in meeting housing goals by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.

Advancing Housing 3Ps	Goals
A. Bay Area Housing Finance Authority	<p>Advocate for policies and funding to maximize the affordable housing production, preservation and protection (3Ps) resources BAHFA can deliver to Bay Area jurisdictions, including through collaborating with partners on clean-up legislation to ACA 1 that increases its likelihood of success, modifies housing-related definitions to avoid conflicts with existing programs, broadens the allowable uses of bond proceeds to include tenant protections (if polling indicates support by voters), and avoids limitations on BAHFA programs.</p> <p>Monitor legislation impacting BAHFA pilot programs and, if opportunities arise, support policies that enhance ongoing pilots, both operationally and financially.</p>

Advancing Housing 3Ps	Goals
	Continue to develop materials and conduct outreach to educate voters and key stakeholders about the potential regional housing bond on the November 2024 ballot.
B. Housing, Homelessness and Community Development Funding	In partnership with regional and statewide organizations, support robust General Fund investments for the 3Ps and other supportive infrastructure. Additionally, continue to advocate for Assemblymember Wicks' AB 1657, a \$10 billion statewide housing bond with funding for the Multifamily Housing Program and a new preservation program for which BAHFA would likely be eligible.
C. Bay Area Regional Housing Needs Allocation Implementation	Support a range of strategies to help localities meet the Bay Area's Regional Housing Needs Allocation (RHNA) goals, including proposals to drive down the cost of affordable housing development and accelerate housing production. Advocate for new tools, funding, and incentives that support the 3Ps, including new regional resources modeled after the Regional Early Action Planning program, described in 4A. Further, engage in discussions related to RHNA updates consistent with 4B.

4. **Sustainable and Equitable Transportation and Land Use:** Consistent with SB 375 (Steinberg, 2008) and California's Climate Action Plan for Transportation Infrastructure (CAPTI), support policies aimed at reducing vehicle miles traveled and associated greenhouse gas emissions (GHGs) and traffic congestion. Advocate for policies and funding tools that support regions in implementing state mandated sustainable communities strategies (e.g., Plan Bay Area 2050).

Sustainable & Equitable Transportation and Land Use	Goals
A. SB 375 Implementation	Advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including, but not limited to, support for new resources for regions to invest in SCS implementation. Build on the Regional Early Action Plan (REAP) programs – twice funded by the state – that provided flexible funds to regions to invest in policies and program to reduce vehicle miles traveled,

Sustainable & Equitable Transportation and Land Use	Goals
	<p>encourage infill and affordable housing (including through technical assistance), and advance social equity.</p> <p>Further, support travel demand management <i>and greenhouse gas emission (GHG) reduction tools (including road pricing)</i>, support Vision Zero and speed-reduction policies (see 6A) and align state programs to support high-impact GHG-reduction projects.</p>
<p>B. Transportation and Land Use Planning Reform</p>	<p>Engage in any discussions related to SB 375 and/or Regional Housing Needs Allocation (RHNA) Cycle 7 to ensure any updates are:</p> <ol style="list-style-type: none"> 1. Aligned with Plan Bay Area 2050’s guiding principles 2. Structured to empower regions to balance the state’s sometimes competing goals related to climate, housing and equity 3. Implementable at both the regional and local levels <p>Further, while continuing to support ambitious regional GHG reduction targets, explore options for regulatory revisions to SB 375 to incentivize near-term, real-world progress on GHG emission reduction over the current approach (which places too great an emphasis on long-term modeling) and achieve greater alignment, rather than competition, between regional and state GHG reduction strategies.</p>

5. **Transportation System Safety and Effectiveness:** Advocate for policies that improve transportation system safety for all road users and the effectiveness and service delivery of the Bay Area’s transportation system, including Bay Area Toll Authority (BATA) toll bridge operations and interoperability with out of state toll facilities, high-occupancy vehicle and Express Lane performance and transit priority improvements to help move buses out of traffic. Support legislation that provides an opportunity to expand the ability of transportation agencies to better communicate with their customers.

6. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for funding to improve the health of the San Francisco Estuary.

Climate, Resilience and Environment	Goals
<p>A. Climate Adaptation and Resilience Planning and Implementation Funding</p>	<p>Pursue funding for regional and local climate adaptation, including through the proposed state climate bonds (SB 867 (Allen)/AB 1567 (Garcia)). In particular, support funding to strengthen climate resilience based on regional needs (\$1.8 billion proposed in AB 1567) and new resources to support the San Francisco Estuary Partnership’s efforts to implement water management projects. Further, support MTC/ABAG’s Priority Conservation Area framework, San Francisco Estuary Partnership programs, and other regional resilience efforts by advocating for inclusion of incentives for the use of natural infrastructure, urban greening, and nature-based solutions in enhancing climate resilience.</p> <p>Support policies and funding to enhance seismic safety and earthquake preparedness in the Bay Area, including through advocating to restore \$250 million in the FY 2023-24 or FY 2024-25 budget for soft story retrofits of multifamily homes, consistent with the FY 2022-23 budget agreement.</p> <p>Additionally support ongoing investment in the new state and local Transportation Infrastructure Climate Adaptation Programs established in SB 198 (2022).</p>
<p>B. Energy Efficiency and Resilience (Residential and Transportation)</p>	<p>Support funding and policies that support residential energy efficiency retrofits – including flexibility to allow homeowners to concurrently implement energy and water retrofits – and funding and policies to increase homeowners’ resilience to power outages.</p> <p>Support resources and policies related to electrical grid upgrades (and other green energy sources) and energy prioritization to help ensure energy is available to power low- and zero-emission homes and transportation networks.</p>

7. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and at a lower cost, including expanding flexibility in contracting and public private partnerships. Seek opportunities to support transit priority, State Route 37, and other MTC/BATA priority projects.
8. **Transportation Innovation and Shared Mobility:** Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips.
9. **Brown Act Reforms:** Support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member, advisory council and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving. Specifically, continue to advocate for the MTC- and ABAG-supported AB 817 (Pacheco).

Federal Advocacy Objectives and Goals

1. **Transportation and Housing Funding:** Support robust federal investment in Bay Area transportation and housing infrastructure.

Transportation & Housing Funding	Goals
<p>A. MTC’s Bay Area Infrastructure Grants Strategy: Maximize Bay Area Funds from Bipartisan Infrastructure Law (BIL) Discretionary Transportation Grants</p>	<p>Consistent with MTC’s Bay Area Infrastructure Grant Strategy and the Major Project Advancement Policy, engage with the U.S. Department of Transportation and the Bay Area Congressional Delegation during Infrastructure Investment and Jobs Act (also called the Bipartisan Infrastructure Law, or “BIL”) grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Coordinate with regional, state and federal partners to unify support for regional BIL priority projects and advocate for grant awards for projects consistent with the regional grants strategy.</p> <p>Regarding Capital Investment Grants (CIG), continue to pursue sufficient annual appropriations to meet the funding needs of Bay Area projects with existing full funding grant agreements (FFGA) and to secure FFGAs for the Bay Area’s next generation of transit projects.</p> <p>Update the Bay Area Infrastructure Grants Strategy as needed, including to reflect the priorities outlined in the upcoming Bay Area Regional Zero Emission Bus Transition Strategy.</p>
<p>B. Low Income Housing Tax Credits</p>	<p>Support efforts to modify and expand the federal Low Income Housing Tax Credit (LIHTC) Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering the LIHTC bond financing threshold to 25 percent from 50 percent. Under current law, California’s LIHTC allocations are effectively capped by the federal rule requiring 50 percent of construction costs be funded from a state’s limited allocation of private activity bonds (PABs). Demand for PABs in California significantly exceeds supply. Lowering the required “state match” for bond financed LIHTCs could unlock tens of thousands of new affordable units in California that are ready to go but awaiting federal tax credits.</p>

Transportation & Housing Funding	Goals
C. Transportation and Housing Appropriations (FY 2024 and FY 2025)	<p>Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway and transit formula programs consistent with levels authorized by the surface transportation law. Support robust CIG funding, consistent with 1A, and prioritize BIL grant augmentations for programs that support Plan Bay Area 2050 implementation, including investments in transit, rail, complete streets, state of good repair and innovative mobility options.</p> <p>Support regional, state and national partners in advocating for increased federal investment in affordable housing and homelessness programs, including Section 8 Housing Choice vouchers, HOME Investment Partnership Program (HOME), Community Development Block Grant Program (CDBG) and McKinney-Vento Homelessness Assistance programs. Continue to support policies and funding opportunities that support BAHFA and other regional efforts to address affordable housing challenges.</p>
D. PEPRAs: Preserve Bay Area Transit Operator Access to Federal Transit Grants	<p>Support efforts spearheaded by the California Transit Association to monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.</p>

2. **Surface Transportation Authorization:** Continue to work with the U.S. Department of Transportation to ensure the new surface transportation law – enacted as part of the 2021 Infrastructure Investment and Jobs Act, also called the Bipartisan Infrastructure Law (BIL) – is implemented consistent with our reauthorization and Plan Bay Area 2050 priorities. Further, engage with local, regional, state and national partners to begin to build coalitions around the following BIL reauthorization priorities:

Surface Transportation Authorization	Goals
A. Preserve Core Transit and Highway Formula Funds	<p>Maintain funding increases to the core transit and highway formulas that were approved through the BIL. Specifically, ensure formula funding increases provided through BIL advance appropriations (i.e., from the General Fund) are made permanent, in addition to maintaining the BIL formula growth funded from the Highway Trust Fund.</p>
B. Prioritize Formula over Discretionary Funding	<p>Formula resources provide increased predictability for long term planning, reduce administrative burden, and enhance flexibility for regions and states to align federal spending with the investments needed to achieve regional, state and federal goals.* Prioritize funding for the following programs, which MTC distributes:</p> <ul style="list-style-type: none"> a. Transit programs that fund the Transit Capital Priorities Program (transit State of Good Repair (Section 5337), transit Urbanized Area (Section 5307)) b. Federal Highway Programs that fund the One Bay Area Grant Program (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program) c. Other suballocated highway programs MTC distributes to support mobility, climate, equity and safety goals (Carbon Reduction Program and Transportation Alternatives Program) <p>* Importantly, the federal performance-based system – adopted under the 2012 MAP 21 – establishes federal goals and performance metrics tied to formula funds. Growing those resources empowers states and regions to make progress toward those goals.</p>

Surface Transportation Authorization, cont.	Goals
C. Capital Investment Grant Program	Maintain federal support for the Capital Investment Grant program, the primary federal fund source for major transit capital and modernization improvements.
D. BIL Policy Updates	Within the BIL framework, grow federal support for transit and regional mobility solutions – including through updating tolling policy as a strategy to support mode shift – revise transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.
E. Transit Operating	<p>Engage in discussions related to the federal government’s role in transit operations guided by the following principles:</p> <ol style="list-style-type: none"> 1. Focus on Transit Riders: Federal operating assistance should focus on transit improvements that attract and retain riders. 2. Maintain federal commitments to safety and state of good repair: Any new transit operating program should augment, not replace funding for current programs. Absent new money, safeguards should ensure any new flexibility to use formula funds for operating assistance does not come at the expense of federal investments in safety and state of good repair. 3. Support improvements that can be sustained over the long-term: Ensure upgrades which only require a time-limited subsidy, including upgrades to existing service, are eligible for funds. For traditional service expansions, ensure new service can be maintained.

3. **Climate, Resilience and Environment:** Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.