













METROPOLITAN
TRANSPORTATION
COMMISSION


2015 ADVOCACY PROGRAM OUTCOMES

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STATE		
Issue	Goal	Outcome
1. Transportation Funding	A. Secure new sources of statewide transportation funding	 While 2015 set a recent record for new proposals and discussion in Sacramento with respect to transportation funding, as of November 2015, no agreement has been reached.
	B. Raise the sales tax cap for local option transportation sales taxes	 Assembly Member Mullin authored AB 464, which would have raised the cap for counties pursuing transportation sales tax increases by 1 percent statewide. While the bill reached the Governor's desk, Governor Brown vetoed it due to concerns about the many local and statewide taxes being considered for the 2016 ballot. The Governor did appear more open to county-specific proposals as he did sign SB 705 (Hill), raising the cap for San Mateo and Monterey counties.
	C. FY 2015-16 State Budget	 The FY 2015-16 missed the opportunity to reverse a 6-cent gas tax cut made by the Board of Equalization as a result of requirements incorporated into the 2011 Gas Tax Swap. As a result, cities and counties have lost approximately 25 percent of the gas tax subvention funding this year. Otherwise, transportation funding in the state budget was status quo with funding commitments from Cap and Trade for transportation programs fully honored.
	D. Regional Measure 3	 While the 2015 Advocacy Program included seeking a bill to authorize a toll increase, staff and legislators chose to defer this legislation to a future year.
2. Senate Bill 375 Implementation	A. Increase state funding for affordable housing	 Unfortunately, AB 1335 (Atkins), the primary bill proposing a new permanent source of state funding for affordable housing did not pass the State Assembly. In addition, AB 35 (Chiu) — which would have authorized state tax credits for affordable housing, enabling greater access to federal tax credits — was vetoed due to concerns about its fiscal impact.

Issue	Goal	Strategy
2. Senate Bill 375 Implementation (cont'd)	B. Improve bicycle and pedestrian safety	 The Legislature enacted and the Governor signed AB 8 (Gatto), establishing a Yellow Alert notification system enabling issuance of alerts with respect to hit-and-run incidents in the death or injury of a person.
	C. Ensure Cap & Trade Funds are invested in a manner that helps implement Plan Bay Area	 The Bay Area has performed well under the three new state programs — two of which are competitive — established by SB 832 (2014) as part of the FY 2014-15 state budget.
3. Project Delivery	Speed up the design and construction of transportation projects	 A number of bills were introduced in 2015 to expand flexibility for design-build and public private partnerships, but such bills did not advance this year.
4. Bridge Toll Evasion	Require temporary license plates at the point of sale on new and used cars	 Substantial progress was made on this subject in 2015 through introduction of AB 516 (Mullin), establishing a temporary license plate program that would be implemented by new and used car dealers and applicable to all vehicles sold without permanent plates. In addition to toll agencies across the state along with local transportation agencies, the bill had the support of statewide law enforcement agencies and the California New Car Dealers Association. While the bill reached the Senate Floor, the Administration expressed concerns about proposed consumer transaction charges of \$10 per plate. Staff will resume negotiations over the next few months.
5. Express Lanes	Support development of the Bay Area's Express Lane Network	 AB 194 (Frazier) was enacted, authorizing the California Transportation Commission to resume its authority to approve new express lanes, providing the region the opportunity to implement the complete Bay Area Express Lane Network.

FEDERAL		
Issue	Goal	Strategy
1. Surface Transportation Authorization	A. Maintain basic structure of MAP 21, but provide financial stability supporting a multi-year surface transportation bill	➡ While we do not yet have a multi-year surface transportation bill, both houses have approved proposals that generally retain the current structure of MAP 21. It remains to be seen if Congress can agree on funding sources enabling a multi-year bill before the end of the year.
1. Surface Transportation Authorization(cont'd)	B. Support creation of a National Freight Program funded by a new, dedicated revenue stream	➡ Similar to the above, both the House and Senate surface transportation proposals include funding for a National Freight Program. While this is a positive step, we remain concerned that neither proposal includes a dedicated funding source with a nexus to goods movement.
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	👎 Due to the failure of Congress to enact a new surface transportation act, funding levels remained flat in federal fiscal year 2014-15.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	👍 Congress provided sufficient funding for the Federal Transit Administration to meet its full funding grant commitments to the San Francisco Municipal Transportation Authority's Central Subway project and the Santa Clara Valley Transportation Authority's BART to Silicon Valley project.
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	👎 There has been no action by Congress on this subject in 2015.

FEDERAL		
Issue	Goal	Strategy
4. Pre-Tax Transportation Fringe Benefits	Preserve mode- neutrality in pre-tax transportation benefits	 There has been no action by Congress on this subject in 2015, but there remains a possibility it could be addressed in legislation related to the extension of various tax credits.