

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

November 8, 2019

Agenda Item 4b

2020 Draft Joint Advocacy Program

Subject: Draft of the joint MTC/ABAG 2020 Advocacy Program.

Overview: Attached is the first draft of the joint MTC/ABAG Advocacy Program for 2020. We have updated the format this year to provide high level goals in order to provide a clearer statement about our agency's policy priorities, including in areas where we may not have a specific proposal in mind, but believe it should be a legislative priority. Such goals can be a helpful to staff as bills are introduced as well as sending a signal to our regional and statewide partners as well as the Bay Area delegation as to our priorities and potential opportunities for partnership.

Staff is in the early phase of this process. As done in prior years, we have convened MTC's Partnership Legislative Committee—comprised of legislative staff from cities, transit agencies and Bay Area county transportation agencies and other interested parties—to hear about their priorities and, later this month, we are hosting an annual meeting with staff from Regional Transportation Planning Agencies across the state to share this draft program and hear about what other organizations are prioritizing next year. We plan to present the draft to the Policy Advisory Council and the ABAG Regional Planning Committee at their meetings in November and January. Based on discussion at your meeting and additional feedback received, staff will prepare a final 2020 Advocacy Program for your consideration at another joint ABAG/MTC Legislation Committee meeting in January, prior to final approval by the Commission and Executive Board. We look forward to hearing your feedback.

Attachments: Attachment A: 2020 Draft Advocacy Program



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METROPOLITAN
TRANSPORTATION
COMMISSION

2020 DRAFT ADVOCACY PROGRAM



Association of
Bay Area Governments

State Advocacy Goals and Proposals

1. **Housing:** Improve access to opportunity 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.

<p>A. Increase funding available for affordable housing and other supportive infrastructure</p>	<p>Monitor and support efforts to provide additional state resources for housing and other infrastructure to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident's quality of life. Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom.</p>
<p>B. Support upzoning near public transit and jobs-rich areas</p>	<p>Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee's recommendations from May 2019, which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.</p>
<p>C. Lower barriers to new housing or transportation tax measures</p>	<p>Support ACA 1 (Aguiar-Curry)—which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent.</p>

2. Transportation Funding: Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.	
Regional transportation revenue ballot measure	Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. Support a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.
Zero emission bus mandate	Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state's Innovative Clean Transit rule.
Equitable access to transportation	Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services).
3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.	
Transportation Development Act (TDA) performance standards update	Partner with the California Transit Association in its efforts to update California's current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.

4. Project Delivery: Support strategies to speed up the delivery of transportation projects.	
Flexibility in Contracting & Public Private Partnerships	Support efforts to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies.
5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.	
6. System Effectiveness: Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.	
A. Improve toll collection & enforcement	Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.
B. Reduce credit card fraud at clipper vending machines	In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.
C. Improve HOV and Express Lanes Performance	Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.

<p>7. New Mobility: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to support improved transit access. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. Climate Change & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	
<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>

9. Safety: Improve roadway safety for all users	
Vision Zero	Monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.

Federal Advocacy Goals and Proposals	
1. Reauthorization: Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> 1. Raise New Revenues & Grow Existing Programs: Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area. 2. FAST Act Updates: Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment. 3. 21st Century Challenges and Opportunities: Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.

2. Appropriations: Support robust transportation and housing appropriations	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area's next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, while protecting the public's interest	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), support strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.
4. Air Quality/Climate Protection: Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.	

5. Access to Health Care: Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.