

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

October 8, 2021

Agenda Item 3a

2021 Legislative Scorecard

Subject:

Comparison of MTC/ABAG 2021 Advocacy Program with legislative outcomes in the 2021 state and federal legislative sessions.

Background:

Our 2021 Legislative Scorecard, which compares our advocacy program with outcomes in Sacramento and Washington D.C. to date, is attached for your reference.

Staff will provide an update with the latest information at your meeting.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: 2021 Legislative Scorecard



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2021 LEGISLATIVE SCORECARD

Advocacy Program Goals vs. Outcomes



State Advocacy Goals and Objectives

1. Transportation Funding: Defend existing transportation revenue sources and secure new revenue to assist in the implementation of Plan Bay Area 2050 priorities. In the absence of sufficient federal support, secure new funding and increased flexibility to expend existing funds to aid the region's public transit operators struggling with the loss of transit ridership and revenue due to COVID-19.

A. Transit operating funding

Goal: Seek state assistance to provide emergency transit operating funding if Congress fails to provide sufficient funding in a timely manner.

Outcome: This state advocacy goal was moot as a result of the \$1.7 billion in transit operating assistance provided to Bay Area transit operators through the 2021 America Rescue Plan Act (ARP). This supplemented the \$2.3 billion in federal COVID transit relief provided in 2020. FTA recently announced the Notice of Funding Availability for the additional \$2.2 billion in ARP funds available nationwide for which Bay Area operators may additionally compete.

B. Regional transportation revenue ballot measure

Goal: Engage in any renewed efforts that emerge to authorize a regional transportation revenue measure, including exploring opportunities for such a measure to be placed on through voter initiative within the nine-counties.

Outcome: There was no legislative activity on this item this year as efforts focused instead on reform and the work of the Blue Ribbon Transit Recovery Task Force

C. Reduce Caltrans Administrative Overhead Charges to MTC and the BATA

Outcome: This was pursued as part of the FY 2021-22 State Budget but met opposition due to budget committee staff preferring it be handled in stand-alone legislation rather than the budget, which has been past practice. Staff has discussed partnering with the Self-Help Counties Coalition on a longer-term fix next year.

D. Zero-emission bus mandate and proposed ferry regulations

Goal: Seek additional dedicated funding to help transit operators convert their bus fleets to zero-emission to meet the state's Innovative Clean Transit rule and accelerate the decarbonization of the transportation system.

	<p>Outcome: The FY 2021-22 State Budget (SB 129) includes \$2.7 billion in support of the transition to zero-emission vehicles generally, including \$100 million in grants focused on transit electrification, of which \$70 million is for ZEV buses through the Air Resources Board’s Hybrid and Zero Emission Truck and Bus Voucher Incentive Project and \$30 million is for ZEV charging infrastructure grants run by the California Energy Commission. (Details in SB 129 budget bill).</p>
E. Equitable access to transportation and supporting infrastructure	<p>Goals: (1) 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. (2) Support efforts to expand access to broadband for low-income households. (3) Ensure that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen (CES) method.</p> <p>Outcome: (1): the FY 2021-22 State Budget provides \$150 million for equity transportation programs, including \$75 million to the Clean Cars 4 All Program from Cap and Trade revenues. The Bay Area Air District has information on qualifying zip codes in the region at this link. (2) the budget appropriates \$4.3 billion in federal ARPA funds for improvements to broadband infrastructure and improved access, including grants for low-income communities, to be administered by the Public Utilities Commission. (Details included in SB 156, budget trailer bill). (3) Provisions in new transportation and housing-related grant programs focused on disadvantaged communities did not rely on CES as basis for definition.</p>
F. Active Transportation: Regional trails and bicycle/pedestrian infrastructure improvements	<p>Goal: Monitor and support opportunities for additional funding for active transportation, including enhanced active transportation access and safety improvements on existing roadways (i.e., “complete streets”) as well as funding for regional trails, such as the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Great California Delta Trail.</p> <p>Outcome: The budget included a supplemental \$500 million from the General Fund for the Active Transportation Program, but these funds reverted to the General Fund due to the lack of an agreement on high-speed rail funding. Bicycle and pedestrian improvements will be eligible for funding from the new Regional Early Action Program of 2021 (“REAP 2.0”), which received \$600</p>

	million and will be administered through the Housing and Community Development Department. The Bay Area anticipates approximately \$100 million from this program.
2. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.	
A. Transportation Development Act (TDA) performance standards update	<p>Goal: Support efforts to enact alternative performance measures that are focused on incentivizing actions that improve transit service and increase ridership over efficiency-based measures. Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits during the current economic downturn.</p> <p>Outcome: AB 149, the transportation trailer bill, extends hold harmless provisions for the calculation of State Transit Assistance and related funding programs to FY 2022-23 so that reduced revenue from fares and sales taxes due to COVID-19 will not impact an operator's funding share. The bill also suspends until FY 2026-27, farebox and efficiency criteria applicable to the Transportation Development Act (TDA) and State Transit Assistance (STA) if an agency can demonstrate that it maintained their local funding commitments at FY 2018-19 levels or above. The bill further allows discount and fare free transit passes to be counted at their full retail value for the purpose of calculating farebox revenue to meet state farebox ratio requirements.</p>
B. Blue Ribbon Transit Recovery Task Force Recommendations	<p>Goal: Support legislation emerging from the recommendations of the Blue-Ribbon Transit Recovery Task Force (Task Force).</p> <p>Outcome: Assemblymember Chiu introduced AB 629, which would have implemented a number of near-term, rider-focused improvements under discussion at the Task Force. MTC supported it along with SPUR, Bay Area Council, the Silicon Valley Leadership Group and the North Bay Leadership Council, among others. There was no formal opposition to the bill, but it was unexpectedly held in the Appropriations Committee and is now a two-year bill.</p>
3. 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. Protect tenants and low-income communities from unjust evictions and displacement.	

<p>A. Increase funding available for affordable housing and other supportive infrastructure while also reducing the cost of housing production.</p>	<p>Goal: Monitor and support efforts to provide additional state resources for housing and housing-supportive infrastructure, planning and services 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. Support proposals to drive down the cost of affordable housing production.</p> <p>Outcome: The FY 2021-22 State Budget (SB 129) included a significant investment of new resources in affordable housing and housing preservation, as well as funding to provide shelter to those currently experiencing homelessness. Specifically, the budget provided \$1.75 billion for housing production through the Multifamily Housing Program and \$300 million for affordable housing preservation of existing affordable housing. Additionally, the new REAP 2.0 program referenced in #1F is available for housing-supportive infrastructure and planning, including local zoning updates, to support infill housing production.</p>
<p>B. Pursue a range of strategies to help produce the additional housing units assigned as part of the Regional Housing Needs Allocation (RHNA) process</p>	<p>Goal: (1) Continue to support legislation to boost housing density near jobs-rich, high-quality transit, and high-resource areas with reasonable local flexibility provided. (2) Support proposals to authorize housing as a permitted use in certain commercial zones, such as shopping malls, office parks and major commercial corridors, subject to local approval, but without requiring zoning changes. (3) Continue to support legislation to accelerate the production of new housing and the implementation of locally-proposed zoning changes that are needed to accommodate RHNA allocations and that focus new housing near jobs-rich, high-quality transit and high-resource areas. (4) Seek to ensure that policies to incentivize new housing construction include anti-displacement provisions and prioritize the construction of affordable housing.</p> <p>Outcome:</p> <p>(1) MTC/ABAG supported AB 1401 (Friedman) which would have eliminated minimum parking requirements for residential and commercial development within close proximity to high-quality transit. The bill drew significant support and opposition and was held in the Senate Appropriations Committee.</p> <p>(2) Several bills were introduced related to authorizing residential development in commercial zones, including SB 6 (Caballero) and AB 115 (Bloom) but neither of them reached the Governor’s desk.</p> <p>(3) MTC/ABAG supported SB 10 (Wiener), which was enacted and will accelerate local zoning updates in infill areas up to 10-units per parcel by exempting the zoning change from environmental review.</p> <p>(4) MTC/ABAG supported SB 7 (Atkins) which was enacted, and which extends</p>

	accelerated judicial review under the California Environmental Quality Act (CEQA) to housing projects that reserve at least 15 percent of the units to affordable and are located in infill areas and consistent with a region's sustainable communities strategy.
C. Bay Area Housing Finance Authority Pilot Project Funding	<p>Goal: Seek one-time funding of \$18.5 million from the FY 2021-22 State Budget to support Bay Area Housing Finance Authority pilot projects as a match to contributions sought from philanthropic and private-sector sources.</p> <p>Outcome: Secured a \$20 million allocation to MTC for BAHFA pilot projects in SB 129 (Section 273 (b)(213)).</p>
D. Homelessness Prevention	<p>Goal: Support policies and funding proposals aimed at reducing and preventing homelessness in the Bay Area.</p> <p>Outcome: The FY 2021-22 State Budget includes record level funding to address the homelessness crisis, including \$1 billion for the Homeless Housing, Assistance and Prevention (HHAP) Program, of which Bay Area cities, counties and continuums of care will receive approximately \$179 million. Additionally, the BAHFA earmark noted above includes funding to support the development of a regional homelessness prevention strategy to help the Bay Area's extremely low income households remain housed.</p>
4. Project Delivery: Support strategies to speed up the delivery of transportation and housing projects with the goal of delivering improvements faster and at a lower cost.	
A. Flexibility in Contracting & Public-Private Partnerships	<p>Goal: Increase flexibility in contracting and public private partnerships.</p> <p>Outcome: There was no legislative activity on this front in 2021</p>
B. California Environmental Quality Act (CEQA)	<p>Goal: Monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.</p> <p>Outcome: As noted in Item 3B, MTC/ABAG supported SB 7 (Atkins) and SB 10 (Wiener) both of which were enacted and limit CEQA's applicability; SB 7 provides expedited judicial review for infill housing projects that meet various requirements, including a minimum of 15 percent affordability and union labor; SB 10 exempts zoning updates up to 10 units/parcel from CEQA review.</p>

5. Congestion Relief:

Goal: 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.

Outcome: The FY 2021-22 State Budget's appropriation of \$600 million to fund the new "REAP 2.0" was a major milestone in MTC/ABAG's long-standing effort to secure additional flexible funding to support implementation of Plan Bay Area, including strategies to reduce vehicle miles traveled (VMT). Among many other uses, REAP 2.0 funds may be used to study and implement active transportation improvements, roadway pricing, establish a VMT-impact fee or mitigation bank, and fund parking and transportation demand management programs or ordinances.

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.

A. Improve toll collection & enforcement

Goal: Support legislation affirming toll agencies' ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties.

Outcome: SB 623 (Newman) was introduced and passed the Senate Transportation Committee but encountered various opposition and was ultimately pulled by the author due to requested amendments that were not acceptable to the toll agency sponsors, including BATA.

B. Improve HOV and Express Lanes Performance

Goal: Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements. Oppose legislation authorizing expanded access to HOV lanes by non-HOVs or further reduced toll rates for clean air vehicles or other vehicles to access express lanes.

Outcome: There was no legislation related to HOV enforcement this year. MTC partnered with toll agencies statewide to ensure AB 984 (Rivas) related to authorizing electronic license plates didn't open up a loophole for toll enforcement. The bill was shelved due to opposition that arose related to privacy and public safety.

7. Mobility on Demand:

Goal: 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, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. 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.

Outcome: AB 371 (Jones-Sawyer), sponsored by California Council for the Blind, would have imposed new insurance requirements on bike share and scooter share providers related to rider negligence that would have required the private companies to assume that liability. Bikeshare and scooter companies argued no insurance company would offer this coverage and they would be put out of business in California. While MTC did not take a position on the bill, we coordinated closely with our bikeshare partners and cities to provide technical assistance and educate lawmakers on potential impacts. The bill was formally opposed by the California Bicycle Coalition, the Bay Area Council, the Silicon Valley Leadership Group, the City of Oakland and others, and ultimately the author dropped the bill.

AB 859 (Irwin) was introduced to regulate public agency access to data from mobility service providers, including transportation network companies like Lyft & Uber. The bill would have more narrowly controlled access to data that is useful for transportation planning and potentially conflicted with regulations underway at the Public Utilities Commission. It stalled in the face of opposition by the City of Los Angeles, City of Sacramento and the League of Cities, among other organizations.

8. Climate Change, Energy Efficiency, Resilience & Estuary Health: 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 increased funding to improve the health of the San Francisco Estuary.

A. SB 375 implementation and reform

Goal: In partnership with other metropolitan planning organizations and other stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing less on emission models and more on near term, ambitious but achievable actions that will reduce GHGs in partnership, rather than in competition, with the state.

Outcome: Senator Cortese introduced SB 475 based on MTC/ABAG's 2021 Advocacy Program with a goal to make the sustainable communities strategy (SCS) a more action-oriented document and to authorize, but not require, the inclusion of building decarbonization as part of the plan. The bill was designated a two-year bill to enable more time for negotiations among key stakeholders including Senator Allen and Assemblymember Friedman who each had their own SB 375 reform proposals, SB 261 (Allen) and AB 1147 (Friedman), respectively.

	<p>Note that AB 1147 (which awaits the Governor’s signature) was amended to remove most SB 375-related changes, but does include a new requirement that local jurisdictions must submit a report to their MPO within one year after ARB accepts the SCS that describes:</p> <ul style="list-style-type: none"> • Actions that the local jurisdiction has taken to implement, and that are consistent with, its region’s SCS. • Barriers to SCS implementation, including, but not limited to, federal, state, and local laws.
B. Electrifying the vehicle fleet	<p>Goal: Consistent with the state’s transportation electrification goals, support proposals to accelerate the purchase of zero-emission passenger and light-duty vehicles. Support proposals to provide funding to help public agencies convert their light-duty diesel vehicles to clean diesel, where such conversions are cost-effective and compatible with the state’s overall zero-emission vehicle strategy.</p> <p>Outcome: The FY 2021-22 includes \$2.7 billion in support of the transition to zero-emission vehicles, as noted in Item 1D. This includes \$525 million for the Clean Vehicle Rebate Program, including \$10 million for e-bikes and \$500 million for the Hybrid and Zero Emission Truck & Bus Voucher Incentive Project (HVIP) Program and Clean Off-Road Equipment Voucher Incentive Project (CORE) for medium and heavy duty trucks, buses and off-road equipment.</p>
C. State Route 37 improvements	<p>Goal: Support legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37 to help fund interim congestion relief and the long-term multi-modal reconstruction and resilience of the roadway.</p> <p>Outcome: No legislation was introduced on this subject in 2021 but a bill is expected to be authored by Senator Dodd in 2022.</p>
D. Increase the Bay Area’s preparedness for a major earthquake	<p>Goal: Monitor and support legislation aimed at improving the region’s seismic preparedness.</p> <p>Outcome: The FY 2021-22 State Budget includes \$17.3 million to support the California Earthquake Early Warning Program by the Office of Emergency Services.</p>

E. Wildfire mitigation	<p>Goal: Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</p> <p>Outcome: The FY 2021-22 State Budget provides \$1.5 billion in fire prevention. The budget also extends until FY 2028-29 a continuous appropriation of \$200 million from Cap and Trade funds for wildfire prevention. Regarding legislation, AB 9 (Wood) was enacted, establishing the Regional Forest and Fire Capacity Program in the Department of Conservation to support regional leadership to build capacity and develop, prioritize, and implement strategies to improve ecosystem health, community wildfire preparedness, and fire resilience. Notable bills still awaiting the Governor’s signature include AB 642 (Friedman) and SB 63 (Stern) related to categorizing the state into areas of moderate, high and very high fire hazard severity zones, await the Governor’s signature.</p>
F. Climate adaptation	<p>Goal: Seek state funding for regions and localities to invest in planning, projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise.</p> <p>Outcome: MTC/ABAG adopted a “support and seek amendments” position on AB 897 (Mullin) related to regional climate adaptation. While most of our amendments were incorporated, the bill did not advance but instead lay the foundation for the inclusion of \$35 million in local and regional climate resilience planning and implementation funding in the FY 2021-22 State Budget and a commitment to an additional \$225 million in future years. MTC/ABAG also advocated for \$300 million for a new transportation-related climate adaptation program split 50/50 state and local. While not ultimately funded due to the high-speed rail funding snafu, the concept is broadly supported by the Legislature, the Administration and other stakeholders.</p>
9. Safety: Improve transportation system safety for all users	
A. Zero traffic fatalities goal (Vision Zero)	<p>Goal: Building on the recommendations of the Zero Traffic Fatalities Task Force, 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. In particular, support modifying the state’s 85th percentile methodology for determining speed limits to provide greater</p>

	<p>flexibility to local agencies and continue to support authorization of automated speed enforcement technology to enforce speed limits.</p> <p>Outcome: MTC/ABAG supported AB 43 (Friedman), which repeals the 85th percentile requirement for setting speed limits and is awaiting signature. Unfortunately, AB 550 (Chiu), the automated speed enforcement bill which MTC/ABAG supported, was held in the Appropriations Committee.</p> <p>Two notable bills related to bicycle/pedestrian access that are also on the Governor's desk include AB 122 (Boerner-Horvath) which requires people on bikes to yield at stop sign-controlled intersections, instead of stop, unless stopping is necessary for safety and AB 1238 (Ting) which repeals jaywalking laws by allowing people to walk across the street when it's safe, even if midblock or against the signal.</p>
B. Passenger rail safety	<p>Goal: Support efforts to increase passenger rail safety through increased funding for positive train control and other strategies to reduce risk.</p> <p>Outcome: The Governor proposed \$500 million to support railroad-grade separations as part of the May revise but the funds were held up as a result the high-speed rail negotiation.</p>
10. Governance: Brown Act Reforms	<p>Goal: Monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to updating the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility provided for during COVID-19 into the long-term provisions of the Brown Act, particularly in relation to remote participation in meetings.</p> <p>Outcome: AB 361 (Rivas) was enacted on an urgency basis, extending the ability of public agencies to conduct their meetings remotely through 2023, subject to a requirement that they adopt findings related to the basis for holding the meetings by teleconference, which must include an initial emergency proclamation in the affected area.</p> <p>AB 339 (Lee), awaiting the Governor's signature, would further require through 2023 that cities and counties above 250,000 in population provide the public with an opportunity to provide public comment remotely <i>and</i> in person (unless prohibited during an emergency) and continue to video stream its meetings if it has used video streaming for any meetings as of June 15, 2021.</p>

Federal Advocacy Goals and Objectives	
1. Transportation and Housing Funding: Support robust federal investment in Bay Area transportation and housing infrastructure	
A. COVID-19 Emergency Aid and Economic Recovery	<p>Goal: Continue partnering with local, state, and national partners to advocate for federal aid to support state and local responses to the COVID-19 public health emergency, including advocating for state and local government funding, resources to backfill for lost transportation revenues, and emergency assistance to keep renters and homeowners housed. Support an economic recovery package that invests in sustainable transportation infrastructure, affordable housing, and climate adaptation.</p> <p>Outcome: Congress passed the American Rescue Plan Act of 2021 (ARP) in March 2021, providing the region’s transit systems with an additional \$1.7 billion on top of the \$2.3 billion from the prior two COVID relief packages. ARP also provided significant local government emergency assistance, rental assistance, and additional emergency assistance to local governments and states to increase affordable housing and invest in housing solutions for persons experiencing homelessness.</p>
B. Fiscal Year 2022 transportation and housing programmatic appropriations	<p>Goal: 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.</p> <p>Outcome: Pending final action by Congress, the Infrastructure Investment and Jobs Act (IIJA, or the \$1 trillion bipartisan infrastructure plan) includes significant increases in funding for MTC priority transportation programs and the much larger reconciliation proposal includes a significant growth in affordable housing and climate resilience funding.</p>

<p>C. Advocate for discretionary transportation grant awards, including Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects</p>	<p>Goal: 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 (FFGAs) approved for the Caltrain Peninsula Corridor Electrification and BART Transbay Core Capacity projects.</p> <p>Outcome: Appropriations for projects with FFGAs are on track and BART’s core capacity project and Caltrain electrification received supplemental funding through ARPA.</p>
<p>D. Housing production</p>	<p>Goal: Support efforts to expand federal housing production tools, including the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing.</p> <p>Outcome: The reconciliation bill under debate currently includes significant changes to LIHTC that would benefit California, including increasing the state’s annual LIHTC allocation by 74 percent over four years and—most importantly—revising the bond-financed LIHTC threshold to 25 percent from 50 percent to make more projects feasible. This could double California’s annual affordable housing production financing capacity until the state’s bond-financed project pipeline has been built. Additionally, the reconciliation package would provide housing and community development resources directly to local governments and the state. The bill would also fund new discretionary grants for which Bay Area local governments could compete.</p>
<p>2. Surface Transportation Reauthorization: Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill</p>	
	<p>Goal: Work with our regional and national partners 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.</p> <p>Outcome: The IIJA includes funding authorizations for five years at an overall increase of 56 percent relative to the FAST Act. Overall, Bay Area transit formula funding would grow \$1.1 billion over five years relative to the FAST Act, providing \$3.4 billion in total. Highway funding programs that come to the region for distribution would grow to \$1.1 billion over five years from \$878 million.</p>

	<p>As advocated by MTC and ABAG, the bill would maintain the basic structure of the FAST Act with important updates, including expanding the core federal program to support newly support transportation resilience upgrades, multimodal projects of national and regional significance, mobility improvements in congested metropolitan areas, and safety for all road users. Importantly, the bill also prioritizes investments in bridge and transit state of good repair. The five-year bill does not include a sustainable revenue source to keep the Highway Trust Fund solvent over the long-term, instead investing again in pilots that would push the revenue fix to the next transportation bill.</p>
<p>3. Climate Protection, Adaptation, Environmental Justice: 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. Advocate for passage of legislation to improve the health of the San Francisco Estuary.</p>	
A. Climate change mitigation	<p>Goal: Advocate for the federal government to take bold action to reduce GHG emissions and limit the magnitude of the climate crisis.</p> <p>Outcome: The Infrastructure Investment and Jobs Act (IIJA) and the reconciliation bill pending in Congress both make significant investments in climate protection with respect to transportation electrification and clean energy.</p>
B. Disaster mitigation and resilience	<p>Goal: Seek to secure resources for the Bay Area to invest in disaster mitigation and resilience, including investing in strategically placed green and grey infrastructure to protect our communities and residents that are most vulnerable to the adverse effects of climate change. Support a strong regional role in disaster mitigation and resilience planning.</p> <p>Outcome: The IIJA would make targeted investments in wildfire, drought, flood mitigation, and the multi-sector predisaster mitigation program. Regarding transportation, the bill updates the federal program as advocated for by MTC to both 1) create a new dedicated resilience program that can fund both green and grey resilience upgrades and 2) expand existing (and new) programs to allow for resilience upgrades to be incorporated into all transportation investments. The bill would also reward regions for incorporating resilience into regional transportation and land use plans.</p>

C. San Francisco Estuary	<p>Goal: Advocate for passage of legislation to reauthorize the National Estuary Program and increased funding aimed at improving the health and resilience of the San Francisco Estuary.</p> <p>Outcome: The bipartisan infrastructure bill (Infrastructure Investment and Jobs Act (IIJA)) bill currently under debate would provide \$24 million for San Francisco Bay restoration (funds will go to the Environmental Protection Agency) and \$132 million for the National Estuary Program, of which an <i>estimated</i> \$4.5 million would come directly to the San Francisco Estuary Partnership over five years (\$900,000/year). This would more than double the Partnership’s current annual federal funding of approximately \$700,000.</p>
4. Transportation Innovation and Shared Mobility: Support policies that enable technological innovations to improve mobility, including mobility on demand, while protecting the public’s interest.	
A. Automated and Connected Vehicles	<p>Goal: Engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating the benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), continue to support policies that facilitate joint CV/AV deployment, including preservation of capacity in the 5.9 GHz spectrum band.</p> <p>Outcome: This year was a mixed bag regarding CV/AV deployment. Despite strong opposition from the transportation industry, the 5.9 GHz spectrum band—originally reserved for autonomous vehicles and other transportation safety-related uses—was opened to use for other Wi-Fi demands by the FCC and legislation to accelerate CV/AV deployment stalled in Congress.</p> <p>On the positive side, the IIJA would provide \$1 billion for a new Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program which could fund intelligent transportation technologies, including automated and connected vehicle infrastructure deployment.</p>
B. Shared Mobility	<p>Goal: Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options.</p>

	Outcome: The reconciliation bill currently under debate would create a new electric bicycle tax credit (up to 15 percent of the purchase price) and reinstates and expands bicycle commuter benefits, increasing the bike benefit to up to \$52.50 per month and extending the benefit to cover bike share.
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