



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.

A. Increase funding available for affordable housing and other supportive infrastructure while also reducing the cost of housing production

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.

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. Continue to support ACA 1 (Aguiar-Curry), which would lower the vote threshold for housing and infrastructure bonds to 55 percent. Support innovative strategies to reduce the cost of permitting and housing construction without diminishing environmental and labor standards and safeguards.

B. Support upzoning near public transit and jobs-rich areas with reasonable levels of flexibility

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.

2. **Transportation Funding:** Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.

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| <p>A. Regional transportation revenue ballot measure</p> | <p>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. If requested by Senate Transportation Committee Chairman Senator Beall, the author of SB 278, MTC will help to facilitate 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.</p> |
| <p>B. Zero-emission bus mandate</p> | <p>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 without diminishing transit operators’ ability to provide the transit service levels needed to meet other important regional goals, including attracting more riders to public transit.</p> |
| <p>C. Equitable access to transportation</p> | <p>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), consistent with performance measure updates outlined in 3A. Advocate 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 method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</p> |
| <p>D. Regional trails and bicycle/pedestrian funding</p> | <p>Support the inclusion of funding for regional trails, such as the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Great California Delta Trail for recreation as well as active transportation, in a statewide park bond.</p> |

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| <p>3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p> | |
| <p>A. Transportation Development Act (TDA) performance standards update</p> | <p>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. Ensure changes protect transit operators from financial penalties if reduced farebox revenue is a result of discount fares for low-income riders.</p> |
| <p>B. Seamless Mobility</p> | <p>Support legislative efforts aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system that supports progress toward Plan Bay Area goals, including a reduction in per capita vehicle miles traveled and increased transit ridership.</p> |
| <p>4. Project Delivery: Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p> | |
| <p>A. Flexibility in Contracting & Public-Private Partnerships</p> | <p>Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</p> |
| <p>B. California Environmental Quality Act (CEQA)</p> | <p>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>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.</p> | |

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| <p>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.</p> | |
| <p>A. Improve toll collection & enforcement</p> | <p>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.</p> |
| <p>B. Reduce credit card fraud at Clipper® vending machines</p> | <p>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.</p> |
| <p>C. Improve HOV and Express Lanes Performance</p> | <p>Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.</p> |
| <p>7. Mobility on Demand: 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.</p> | |
| <p>8. Climate Change, Energy Efficiency & Resilience: 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.</p> | |

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| <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 than 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 multi-modal 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> |
| <p>D. Wildfire mitigation</p> | <p>Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</p> |
| <p>E. Climate adaptation</p> | <p>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise. As in Item 2C, advocate that any such funding geared towards disadvantaged communities uses a definition that includes low-income communities and households and does not rely exclusively on the state’s CalEnviroScreen method.</p> |
| <p>F. Support California’s Climate Leadership</p> | <p>Monitor and support state actions aimed at preserving California’s authority to implement Cap and Trade and vehicle emissions mandates. Support stopgap legislation, if needed, to minimize impacts on transportation planning and project delivery that could result from federal administrative actions.</p> |

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| 9. Safety: Improve roadway and rail safety for all users | |
| A. Zero traffic fatalities goal | Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to 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. |
| B. Passenger rail safety | Support efforts to increase passenger rail safety through increased funding for positive train control and other strategies to reduce risk. |

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| 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. |

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| 2. Appropriations: Support robust transportation and housing funding | |
| 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 Projects</i> | 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> . |
| C. Housing tax credits | Support efforts to expand the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing. |
| 3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, including mobility on demand, 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 policies—including preservation of capacity in the 5.9 GHz spectrum band—that facilitate joint CV/AV deployment. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of |

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| | vehicles on highways and local roads, regardless of whether they are driven autonomously or manually. |
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4. Climate Protection and Air Quality: 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. Support legislation to increase the health and resiliency of the San Francisco Bay—including H.R. 1132 (Speier) which would target resources to bay conservation and restoration—as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits. 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.