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**AC TRANSIT DISTRICT**  
**Board of Directors**  
Executive Summary

**GM Memo No. 09-235**

Meeting Date: October 14, 2009

**Committees:**

Planning Committee   
External Affairs Committee   
Rider Complaint Committee   
**Board of Directors**

Finance and Audit Committee   
Operations Committee   
Paratransit Committee   
**Financing Corporation**

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**SUBJECT:** Legislative Report

**RECOMMENDED ACTION:**

Information Only     Briefing Item     Recommended Motion

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**Fiscal Impact:** None

**Background/Discussion:**

Suter, Wallauch, Corbett and Associates report on California Legislative Affairs.

**Prior Relevant Board Actions/Policies:**

None

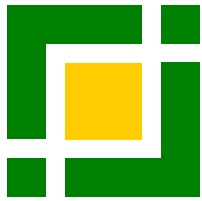
**Attachments:**

1. Legislative Report from Suter, Wallauch, Corbett and Associates
2. Legislative Matrix
3. State Advocacy Program
4. Federal Advocacy Program

**Approved by:**        **Rick Fernandez, General Manager**  
                              **Jim Gleich, Deputy General Manager**

**Prepared by:**        **Kate Miller, Manager, Capital Development, Legislation & Grants**

**Date Prepared:**      **October 2, 2009**



October 1, 2009

TO: Ryan "Rocky" Fernandez, President, and  
Members of the Board

Jim Gleich, DGM, External Affairs

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

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**Review Denied!!!!:** The California State Supreme Court has denied the State's request to appeal the 3<sup>rd</sup> District Court of Appeal's decision that found the state illegally appropriated funds dedicated to public transit to non-public transit purposes. The Supreme Court's decision to deny the State's petition to review lets stand the Appellate Court decision that ruled in favor of the California Transit Association on all counts. This action places the state on the hook for nearly \$3.5 billion in transit funding that has been diverted over the past 3 years. While it will take some time to sort out how this decision will be implemented, this action should result restoring the flow of Prop 42, State Transit Assistance, and spillover funds to transit operators in the current fiscal year.

**Developing Initiative:** The League of Cities, the California Transit Association and the California Alliance for Jobs are leading an effort to place on the November 2010 ballot an initiative to enact greater protections from state raids of local transit and transportation funding.

Proposed language is expected to be submitted to the Attorney General's Office for drafting within a month. The proposal would generally seek to place Prop 1A type of protections on Public Transportation Account funds, and eliminate the ability to suspend Prop 42 or HUTA funds. The language is still being developed. Initial polling is favorable for a measure that would restrict the legislature's ability to divert transit and transportation funds. This effort is in the initial phase and a decision to proceed with signature gathering has not been made.

**21<sup>st</sup> Century Taxes:** The Commission on the 21<sup>st</sup> Century Economy submitted its recommendations to the Governor. Governor Schwarzenegger then announced creating a 6<sup>th</sup> extraordinary session for the Legislature to act on the Commission's recommendations.

The Governor was joined by the Chairman of the Commission, Gerald Parsky, in unveiling the Commission's recommendations for overhauling the state's tax structure. There are no surprises as the recommendations included items previously reported, such as repealing the state's share of the sales tax, eliminating corporate taxes, exchanging

current multiple income tax brackets with only two at a much lower rate, and imposing a net receipts tax on businesses.

Since only nine out of 14 Commissioners endorsed the plan, the Commission considers these recommendations as a starting point for consideration by the Legislature. Those Commissioners signing-on to the report include: Gerald Parsky, Ruben Barrales, Michael Boskin, John Cogan, Edward De La Rosa, Christopher Edley, Jr., Monica Lozano, Rebecca Morgan, and Curt Pringle.

A copy of the 450 page report and additional information can be found at the Commission's website ([www.cotce.ca.gov](http://www.cotce.ca.gov)). A detailed discussion of each of the recommendations below can be found in the report's Appendices, as well as draft language to implement the plan. The recommendations include the following:

- Reduce the number of tax brackets from six to two. The new tax rate would be 2.75 percent for taxable income up to \$56,000 for joint filers (\$28,000 for single) and 6.5 percent for taxable income above that amount.
- Eliminate the corporate tax, which is currently at 8.84 percent. The Commission suggests that the \$800 minimum franchise tax should also be eliminated.
- Eliminate the current 5 percent state sales tax, with the exception of the sales tax on gas and diesel fuels which would continue to be dedicated to transportation pursuant to Prop 42. Elimination of the sales tax would phase in over five years.
- Establish a business net receipts tax that should not exceed 4 percent. The proposal would exempt small businesses with less than \$500,000 in gross annual receipts from this tax.
- Create an independent tax dispute forum that would provide taxpayers with a forum for resolving disputes with the state.
- The Commission also recommends strengthening the state's Rainy Day Reserve Fund. The proposal suggests increasing the target for the reserve from 5 percent of revenues to 12.5 percent, and further restrict the ability to use the reserve funds.

***Ambitious Achievable Targets:*** The Regional Targets Advisory Committee has submitted its final recommendations to the California Air Resources Board for consideration. Pursuant to SB 375, the RTAC was created to make recommendations to CARB on how to set "ambitious achievable targets" for greenhouse gas reduction within each region. These targets should be achievable by implementing changes in land use and transportation planning that result in reducing the number of vehicle miles traveled.

In general the report recommends CARB to quickly develop a list of Best Management Practices, along with an estimate on the amount of greenhouse gas reduction each BMP

should achieve. In addition to BMPs, the report also proposes the use of land use models as another means of reaching the goals. It is assumed that larger urban regions would have computer modeling already in place that could be improved to reach the targets while smaller regions could rely on BMPs to reach the target.

The report goes beyond recommendations on how to set the targets in each region and also outlines several issues that must be addressed that are critical to being able to implement SB 375 and achieve the goals of AB 32. The report makes recommendation to ensure that social equity and housing issues are addressed, to make sure local governments have proper funding to implement plans, including the need to replace inadequate sewer and water systems, and to provide incentives to exceed the target. The report recommends that in order to successfully implement SB 375 the state must also provide adequate funding for public transit and local streets and roads, as well as authorize local governments to impose local fees to fund the development of sustainable community strategies.

SB 375 requires CARB staff to submit draft targets to the Board by June 30, 2010 and final targets by September 30, 2010. The report outlines an ambitious schedule over the next nine months that directs CARB staff to work with regions on developing specific targets.

A copy of the final report can be found at:

<http://www.arb.ca.gov/cc/sb375/rtac/report/092909/finalreport.pdf>

**Proposition 1A Loan:** Efforts by counties and cities continue in urging the Senate to return to Session to complete the legislation necessary to put into place the California Communities Joint Powers Fund, the bond pool needed for securitization of the Prop 1A loans. Senate President Pro Tem, Steinberg has mentioned to the Senate to return to Sacramento the week of October 12, but session has not officially been set.

Absent action by the Senate to obtain a 2/3 vote to send SB 67 to the Governor, the ability of the California Statewide Communities Development Authority to securitize the loans will be delayed until March. Failure to enact SB 67 soon will prevent the CSCDA from marketing the bonds in November, which is the last opportunity to sell state backed bonds until March 2010. Between December 1<sup>st</sup> and February 15<sup>th</sup> the state's "books" are not open for review while the budget is being prepared. Delaying the issuance until March 2010 will create serious cash flow problems and service reductions for local agencies, which are already experiencing unprecedented economic challenges. Waiting until March also increases the state's cost to issue these bonds by \$200 million.

**Prop 1A Loan Rate:** On Friday, September 25, Director of the Department of Finance Mike Genest sent a letter to Cities, Counties and Districts announcing that the interest rate that DOF would pay for direct loans to the State would be 2.00 percent. This is a full 1.5 percent less than the number that the Department had suggested to counties less than two weeks earlier. It comes as no surprise, however, since the interest rate on the RANs that the Treasurer sold last week was around two percent.

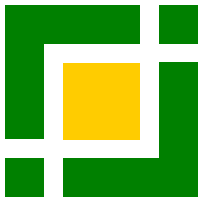
As you will recall, the Legislature and Administration agreed to compensate local governments for this loan in one of two ways: local agencies could either securitize the loan through a joint powers agency and receive replacement funds almost immediately, or they could loan the funds directly to the State and be paid interest at a rate to be determined by the Department of Finance. That rate was to be somewhere between the rate earned by the Pooled Money Investment Account and six percent.

***Redevelopment Agency Take Deserted:*** The provision in the 2008-09 budget requiring that redevelopment agencies pony up \$350 million for ERAF is being deserted by the State. Yesterday the Attorney General notified the Court and the California Redevelopment Association that it will no longer pursue its appeal of the matter, which it had lost in Superior Court.

The Attorney General will be kept busy; however, since the Association will soon file another suit in Sacramento on the action in this year's Budget that took a much larger sum of RDA funds – over \$2 billion. All the details are outlined in the Redevelopment Association's press release at the following link:

<http://www.calredevelop.org/AM/Template.cfm?Section=Home&TEMPLATE=/CM/ContentDisplay.cfm&CONTENTID=5956>

***State Parks:*** The Governor announced a revision to the original plan of closing more than 100 state parks on Friday. Now, in order to save \$14.2 million in the current fiscal year, parks will instead reduce maintenance, put off equipment purchases, and lower the numbers of hours the parks are open. The Administration's January 10<sup>th</sup> Budget Proposal will contain information about how the ongoing \$22.2 million savings will be accomplished.



## Legislation

The following is a summary of the Governor’s actions.

	Subject	Status	Client - Position
<a href="#"><u>AB 116</u></a> <a href="#"><u>(Beall)</u></a> (D) Transportation authorities and districts: contracts.	As signed into law, AB 116 increases the contracting threshold for AC Transit, Santa Clara VTA, SamTrans, and Golden Gate Transit for materials, supplies and equipment from \$25,000 to \$100,000. In addition the bill would impose safeguards that replace the ability to issue sole source contracts with a competitive procurement process for purchase contracts under \$100,000.	Signed Into law	AC Transit - Support
<a href="#"><u>AB 338</u></a> <a href="#"><u>(Ma)</u></a> (D) Transit village developments: infrastructure financing.	<p>The Governor vetoed AB 338, which would allow a city or county to create a transit village infrastructure financing district without a public vote.</p> <p>The Governor’s veto message is as follows:</p> <p><i>I am returning Assembly Bill 338 without my signature. This bill would eliminate voter approval requirements for the creation of an Infrastructure Financing District (IFD) and the issuance of tax allocation bonds by an IFD. In doing so, this measure would undermine the rights of voters to approve or reject proposals to redirect their tax dollars and incur public debt. Unlike the creation of a redevelopment plan, the creation of an IFD is not conditioned upon a finding of blight, or upon any other statutory or constitutional restraints other than strict voter approval requirements. As such, elections are the sole basis of public input and fiscal discipline in the creation of an IFD, and it is necessary to require</i></p>	Vetoed	AC Transit - Support

	<i>voter approval. For this reason I am unable to sign this bill.</i>		
<b>AB 652</b> <b>(Skinner)(D)</b> Vehicles: vehicle length limitation.	Over the objections of Caltrans, the Governor signed AB 652 into law. This bill creates a pilot program for AC Transit to test the use of bike racks that accommodate three bicycles.  The provisions to add these racks to 45 foot bus mirrors existing law for the two position racks. Since the 3 position racks would increase the “sweep” by 2 inches, Caltrans had requested language requiring a detailed engineering analysis of the routes where the 45 foot buses would operate.	Signed Into law	AC Transit - Sponsor
<b>AB 672</b> <b>(Bass)(D)</b> Transportation: bond-funded projects: letter of no prejudice.	This bill would establish a process for local and regional agencies to apply for a Letter of No Prejudice (LONP) for any project using Prop 1B funds.  If approved by the entity administering the Prop 1B program, the LONP will serve to ensure the project sponsor will be reimbursed for expending its own funds for any bond-funded component of the project. Given the uncertainty of the state’s budget and financial markets, Speaker Bass has introduced this measure to give local entities a means to deliver projects even if the bond funds are not available.	Signed Into Law	AC Transit - Support
<b>AB 729</b> <b>(Evans)(D)</b> transit design- build contracts.	AB 729 continues to move along. This bill extends the sunset date, from January 1, 2011 to January 1, 2015, on local transit operators' authority to use design-build contracting.	Signed Into Law	AC Transit - Support
<b>AB 733</b> <b>(Galgiani)(D)</b> High-Speed Rail Authority.	AB 733 is on the Senate Floor. This non-controversial bill would authorize the High Speed Rail Authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains.	Vetoed	AC Transit - Watch

	<p>The Governor’s veto message is as follows:</p> <p><i>I am returning Assembly Bill 733 without my signature. While I recognize the merits of this measure, it could result in unnecessary additional costs and delays and may jeopardize the success of the project in securing the billions of dollars that are needed to construct this project. For this reason, I am unable to sign this bill.</i></p>		
<p><a href="#">AB 798</a> (<a href="#">Nava</a>)(D) California Transportation Financing Authority: toll facilities.</p>	<p>AB 798 would create the California Transportation Financing Authority with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed by various revenue streams of transportation funds, and toll revenues. The purpose of the Authority is to finance the construction of new capacity or improvements for the state transportation system.</p> <p><i>AB 798 has been amended to include bus projects as well as rail.</i></p>	<p>Signed Into Law</p>	<p>AC Transit - Support</p>
<p><a href="#">AB 1072</a> (<a href="#">Eng</a>)(D) Public Transportation Modernization, Improvement, and Service Enhancement Account.</p>	<p>AB 1072 is sponsored by the California Transit Association and would extend the application of the existing formula for distributing Prop 1B transit capital funds to future appropriations. In addition, AB 1072 was amended to make the following changes to the existing program that would enable transit operators to better manage these funds:</p> <p>A project sponsor may retain its funding share and can accumulate and utilize that funding in a subsequent year. Authorizes a project sponsor to loan its allocation to another project sponsor with an eligible project to ensure that all allocations are put to use in a given fiscal year. Authorizes allocations to be used in a subsequent fiscal year to fund completion of projects that were approved in a</p>	<p>Signed Into Law</p>	<p>AC Transit - Support</p>

	previous fiscal year.		
<a href="#">AB 1175</a> ( <a href="#">Torlakson</a> )(D) Toll facilities.	<p>AB 1175 makes several changes to the Toll Bridge Seismic Retrofit Program. The bill include the following changes:</p> <ul style="list-style-type: none"> <li>• Adds the Dumbarton and Antioch Bridges into the Toll Bridge Seismic Retrofit Program (TBSRP),</li> <li>• Authorize the Bay Area Toll Authority (BATA) to administratively increase bridge tolls for the purposes of completing these seismic retrofit improvements, to meet bonding obligations,</li> <li>• Requires BATA to provide cash-based option for FastTrack customers that does not require customers to provide a name or address,</li> <li>• Requires BATA to contract with an independent entity to review privacy issues, and</li> <li>• Repeals BATA’s authority to reduce the seismic toll surcharge as a means of encouraging the use of FastTrack.</li> </ul> <p>The bill was amended to remove provisions that would allow BATA to submit regional measures to voters for toll increases.</p>	Signed Into Law	AC Transit - Watch
<a href="#">AB 1186</a> ( <a href="#">Blumenfield</a> )(D) Employee parking.	<p>AB 1186 is intended to promote the use of the existing “parking-cash-out program.”</p> <p>This bill would require a lessor of a building located in a non-attainment area to list parking costs as a separate line item on all lease agreements. This requirement would only apply leases that provide space for 50 or more employees. Unbundling the parking cost would make it easier to offer employees cash in lieu of</p>	Vetoed	AC Transit - Watch

	<p>parking subsidies.</p> <p>The Governor’s veto message is as follows:</p> <p><i>I am returning Assembly Bill 1186 without my signature. This bill requires the lessor of a nonresidential building located within a nonattainment area to itemize parking costs in all lease agreements entered into or renewed after January 1, 2011 if the tenants of the building are provided free parking. I recognize that the current cash-out parking program faces many implementation challenges and many have called for various modifications to improve this program. For this reason, I have signed SB 728 (Lowenthal) which would clarify that either the California Air Resources Board or a local air district may enforce the existing parking cash-out law. With respect to this bill, although well-intended, I am concerned about placing an additional burden on commercial property owners at this time. It is my hope that better enforcement will shed more light on the challenges and effectiveness of this program. For these reasons, I am unable to sign this bill.</i></p>		
<p><a href="#">AB 1386</a> (Hayashi)(D) State highways.</p>	<p>As signed into law, AB 1386 make several changes to the Local Alternative Transportation Improvement Program (LATIP) for both the Route 238 and Route 84 corridors as follows:</p> <ul style="list-style-type: none"> <li>• Amends existing law to allow the proceeds from the sale of state owned right-of-way along the proposed Route 238 corridor to be used for both state and local transportation improvements specified in the LATIP,</li> <li>• Specifies that the proceeds from the sale of property is deposited into a special account that AB</li> </ul>	<p>Signed Into Law</p>	<p>AC Transit - Watch</p>

	<p>1386 creates until it is used to implement a LATIP project,</p> <ul style="list-style-type: none"> <li>• Allows for local funds to be used to advance a LATIP project and be repaid at a later date with the sale proceeds, and</li> <li>• Repeals the existing housing related provisions for the Rt 238 LATIP, and adds provisions outlining the settlement agreement that is subject to court approval.</li> </ul>		
SB 83 (Hancock)(D) Traffic congestion: motor vehicle registration fees.	As signed into law, SB 83 would allow any county congestion management agency to place on the ballot a majority vote measure to impose up to a \$10 fee on each vehicle for the purpose of funding congestion mitigation and air quality programs.	Signed Into Law	AC Transit - Support
<a href="#">SB 391</a> ( <a href="#">Liu</a> )(D) California Transportation Plan.	<p>SB 391 requires Caltrans to update its state transportation plan by December 31, 2015 and every five years thereafter.</p> <p>This bill also requires the plan to address how the state will meet the transportation infrastructure and mobility needs of California and attain air pollution standards required by federal and state law and achieves greenhouse gas (GHG) emissions reductions needed from the transportation sector.</p>	Signed Into Law	AC Transit - Watch
<a href="#">SB 406</a> ( <a href="#">DeSaulnier</a> )(D) Land use: environmental quality.	<p>The Governor vetoed SB 406 because it did not require a public vote before increasing the registration fee.</p> <p>SB 406 authorizes metropolitan planning organizations to impose up to a \$2 surcharge on each vehicle registered within the region. If the population exceeds 300,000 then all amounts above \$1 must be used for grants to cities and counties for planning and projects related to implementing a regional blueprint plan. In the Bay Area, the resolution</p>	Vetoed	AC Transit - Watch

	<p>imposing the surcharge must be adopted by both MTC and ABAG.</p> <p>The Governor's veto message is as follows:</p> <p><i>I am returning Senate Bill 406 without my signature. Reducing greenhouse gas emissions is of utmost priority in my administration and is essential for achieving California's climate change goals. However, this bill would authorize a municipal planning organization, a council of governments, or a county transportation commission and a sub-regional council of governments, by resolution, to impose a new fee on motor vehicles registered in their jurisdiction. As I have said in prior veto messages, such an increase should be subject to voter approval. For this reason, I am unable to sign this bill.</i></p>		
<p><b>SB 575</b> <b>(Steinberg)(D)</b> Local planning: housing element.</p>	<p>This bill is a clean-up measure to SB 375, which links housing policy, land use and transportation planning, and environmental review with climate policy, with the intent of reducing greenhouse gas emissions through the development of an SCS, thus setting up a process to help achieve the goals of the Global Warming Solutions Act of 2006</p> <p>This bill makes some technical corrections to clean-up SB 375, but the majority of the provisions contained in this bill deal with housing elements and the housing element revision adoption schedule.</p>	Signed Into Law	AC Transit - Support
<p><b>SB 716</b> <b>(Wolk)(D)</b> Local transportation funds.</p>	<p>As signed into law, SB 716 was amended to focus the scope of the bill to:</p> <ul style="list-style-type: none"> <li>• Authorize an allocation of TDA funds in counties under 500,000 persons, for the acquisition or lease of vans to be used to transport agricultural workers to</li> </ul>	Signed Into Law	AC Transit – Oppose (prior version)

	<p>and from work, after a finding had been made that there are no unmet transit needs. The bill also precludes the use of TDA funds to pay for the operating cost of vans.</p> <ul style="list-style-type: none"> <li>Amends existing law to update the population threshold to be based on whether population exceeds 500,000 in 2000 and each decennial census thereafter. If a county has a population exceeding 500,000 then most of the TDA funds can only be used for road projects after all transit needs have been met. Under existing law a county with a population of less than 500,000 in 1970 may use TDA funds for road maintenance projects.</li> </ul> <p>SB 716 was also amended to make additional changes to TDA law as follows:</p> <ul style="list-style-type: none"> <li>States that counties that would be impacted by the population change, the requirement to use TDA funds for transit would not become operative until July 1, 2013.</li> <li>Allows these “new” urban counties to use TDA funds for transit in urban areas of the county and on street and roads in rural areas.</li> <li>It also alters the unmet transit needs determination in rural counties that require the county if a farmworker vanpool funding request has been submitted to assess the need for vans before allocating the funds to road projects. In addition, the county cannot reduce funding levels for transit in order to fund</li> </ul>		
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	farmworker vanpools.		
<p><b>SB 728</b>  <b>(Lowenthal)(D)</b>          Air pollution:          parking cash-out          program.</p>	<p>SB 728 is another bill that attempts to add teeth to the Parking Cash-out Program. This bill would authorize the Air Resources Board to impose a civil penalty for violating this program, as well as authorize cities, counties, and air districts to adopt a local ordinance and penalty to ensure employers comply with the program.</p> <p>Under the Parking Cash-out Program any employer with 50 or more employees that are located in a non-attainment area must provide a parking cash out program if the employer provides a parking subsidy to employees.</p>	Signed Into Law	AC Transit - Watch
<p><b>SB 783</b>  <b>(Ashburn)®</b>          High-speed rail.</p>	<p>SB 783 has been approved by the Legislature and it is currently awaiting action by the Governor.</p> <ul style="list-style-type: none"> <li>• This bill requires the HSRA to adopt the business plan and submit the plan to the Legislature by January 1, 2012 and every two years thereafter. The Plan must address the following issues: Include the most recent patronage forecast to identify high, medium and low ridership.</li> <li>• Prepare alternative financial pro formas for different levels of service.</li> <li>• Identify supplemental funding sources to augment the bond funds.</li> <li>• Identify agreements to public or private entities to fund components of the project.</li> <li>• Identify alternative public-private development strategies.</li> <li>• Hold at least one public meeting on the business plan.</li> </ul>	Signed Into Law	AC Transit - Watch





## 2008-09 State Advocacy Program

### Funding

- Support legislation that creates new sources for transit operating funds with equitable distribution to urban centers from sources including development fees, payroll taxes and expanding sales tax to include professional services.
- Support efforts to preserve Public Transportation Account funds exclusively for transit.
- Support legislation that would allow debt financing of State funded projects or other finance mechanisms that would accelerate project funding and delivery.
- Support legislation and programs that would provide funding for clean air and global warming initiatives.
- Support local ability to increase fees and gas taxes to be used for local mass transit purposes.
- Support additional funding for AC Transit's fuel cell development program.
- Seek funding for Bus Rapid Transit.
- Support legislation that would increase AB 664 revenues to ensure adequate matching funds for eligible federally-funded transit projects.
- Support price congestion strategies and legislation that encourage an equitable multi-modal distribution of generated revenues.
- Support legislation that would exempt public transit providers from State sales tax.
- Support legislation to provide funding for AC Transit to enhance home-to-work transportation services for CalWORKS recipients.
- Support legislation to provide bus passes for low-income students within AC Transit's service area.

- Support efforts by community colleges to obtain authorization for students to pay for transit via student fees.
- Support legislation that would equitably distribute existing home-to-school transportation funds.
- Support legislation or administration action to remove State barriers to the use of Medicaid transportation funds for public transit services, including ADA paratransit services.
- Support legislation that would require Health and Human Service (HHS) agencies to work with transportation funding agencies to coordinate transportation services and to provide funding to public transit operators for transportation services to HHS clients.
- Seek funding for a common pass program that would provide transit user's access to both AC Transit and BART for one cost.
- Support efforts to provide that funds generated by gas taxes could be spent for transit purposes.

### **Equipment and Operations**

- Support legislation or administrative action that would direct Caltrans to establish and maintain HOV lanes on State highway routes.
- Support legislation to clarify existing law exempting public transit vehicles from local truck route ordinances.
- Support legislation to give transit agencies the authority to enforce ordinances that they adopt.
- Support legislation or administrative action that would direct Caltrans to permit permanent use of freeway shoulders by public transit buses.

### **Transit Incentives**

- Support legislation to provide incentives for employees and employers to use public transportation to commute to work, including tax credits for purchasing transit passes.
- Support Clean Air Initiatives that encourage increased public transit use.

- Support incentives that would give auto insurance credits to heavy transit users.

### **Environment and Transit Supportive Land Use**

- Foster transit supportive land use initiatives that would allow transit providers to be included in the initial stages of local planning or project development that impacts transit, including density level decisions or transit oriented developments (TODs); and advocate for the required use of:
  - Transit streets agreements
  - Complete Streets plans in which local transportation plans anticipate use of all modes
- Support legislation that addresses climate change.
- Support legislation that promotes development and funding for alternative fuels.

### **Policy Interests**

- Support budget reform to require passage by majority vote.
- Seek direct representation on local transportation policy boards.
- Support lowering the 2/3 supermajority vote for local transportation taxes.
- Support Universal Health Program Legislation.
- Redefine agency as Rapid Transit District.
- Align the State's California Family Rights Act with the Federal Family Medical Leave legislation to avoid conflicting requirements and non-concurrence issues.



## 2008-09 Federal Advocacy Program

### FY 2008-09 Appropriations

- Seek up to \$75 million for BRT Improvements within the Small Starts Program.
- Support funding for the Transbay Terminal.
- Support funding for operations and maintenance funding for the East Bay Smart Corridors Program.
- Support funding for the I-80 Corridor Mobility Project.
- Support funding for hydrogen/fuel cell and other alternative fuel programs.
- Support/seek additional funding to support Welfare to Work service and monitor the efficacy of the Job Access and Reverse Commute formula program.
- Support funding for transit security through the Homeland Security funding program.
- Support efforts to increase the gas tax or to increase other revenues to replenish the Highway Trust Fund/Mass Transit Account.
- Advocate for transit-supportive legislation that mitigates Global Warming and/or calls for comprehensive environmental stewardship and related funding.
- Advocate for supplemental funding through the Federal Transit Administration 5307 formula program and other programs to offset the rising cost of fuel.
- Support legislation that would require Health and Human Service (HHS) agencies to work with transportation funding agencies to coordinate transportation services and to provide funding to public transit operators for transportation services to HHS clients.

SAFETEA-LU Implementation and Reauthorization

- Participate in advocacy programs.
- Participate in forums engaged in the renewal of the transportation authorization legislation.
- Support transportation reauthorization reform that emphasizes greater funding levels to urban bus programs.
- Support legislation that reestablishes JARC as a discretionary program.
- Support consolidation of smaller formula programs and concentrate the funding in urban areas.
- Seek revisions to the grandfather clause that inhibits the direct representation of transit properties on local transportation policy boards.