

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Government Affairs

BRIEF DESCRIPTION:

Approving the SFMTA's 2019 Legislative Program



SUMMARY:

- The 2019 SFMTA Legislative Program is intended to guide SFMTA's advocacy efforts at the local, state and federal level over the course of the upcoming legislative sessions. The program is intended to be broad enough to cover the wide variety of issues that may be taken up locally and in Sacramento and Washington, D.C., and flexible enough to allow the SFMTA to respond to unanticipated developments. Approval of the program will provide our legislative delegation and our transportation partners with an approved statement of SFMTA's priorities for this year.
- In addition to the Legislative Program, staff will provide legislative updates as appropriate to the Board regarding bills of interest to the SFMTA.
- Staff may request that the Board recommend a position of support for, or opposition to, a particular piece of legislation. In these select cases, staff will provide the Board with an analysis of the bill's potential impacts on SFMTA and a justification for the recommended position.

ENCLOSURES:

1. SFMTAB Resolution
2. 2019 SFMTA Legislative Program

APPROVALS:

	DATE
DIRECTOR  _____	12/11/2018
SECRETARY  _____	12/11/2018

ASSIGNED SFMTAB CALENDAR DATE: December 18, 2018

PURPOSE

Approval of the SFMTA's 2019 Legislative Program

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRIORITIES

This item will support the following goals and objectives of the SFMTA Strategic Plan:

- Goal 1: Create a safer transportation experience for everyone.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
- Goal 4: Create a workplace that delivers outstanding service.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares a legislative program to guide advocacy efforts in the City and County of San Francisco, with Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C.

The 2019 SFMTA Legislative Program is intended to guide SFMTA's advocacy efforts at the local, state and federal level over the course of the upcoming legislative sessions and be broad enough to cover the wide variety of issues that may be taken up locally and in Sacramento and Washington, D.C., and flexible enough to allow the SFMTA to respond to unanticipated developments. Approval of the program will provide our legislative delegation and our transportation partners with an approved statement of SFMTA's priorities for this year. The program is a strategic document that is not meant to be comprehensive of all legislative issues but rather to provide general direction on issues relevant to the SFMTA and transportation partners in the coming year.

In addition to the Legislative Program, staff will provide legislative updates as appropriate to the Board regarding bills of interest to the SFMTA.

Staff may request that the Board recommend a position of support for, or opposition to, a particular piece of legislation. In these select cases, staff will provide the Board with an analysis of the bill's potential impacts on SFMTA and a justification for the recommended position. Such actions, in addition to making the Board's intent clear, provide staff with the guidance needed to represent the Agency's policy positions on key issues at the local, state and federal levels and support recommendations before the City's State Legislation Committee.

STAKEHOLDER ENGAGEMENT

The program was reviewed and adopted by the City and County of San Francisco's State Legislation Committee which is comprised of representatives from the Mayor's office, Board of the Supervisors, the Controller, Assessor and Treasurer's offices on November 14, 2018. The State and Federal provisions of this program was presented to the Citizens' Advisory Council on December 6, 2018. There will continue to be opportunities throughout the legislative cycle for additional input into the legislative agenda for transportation – related issues as they arise.

PAGE 4.

ALTERNATIVES CONSIDERED

No alternative was considered as it is essential that a program be approved annually.

FUNDING IMPACT

Some of the proposed initiatives may result in additional funding for SFMTA's priority programs and projects.

ENVIRONMENTAL REVIEW

On November 9, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the 2019 SFMTA Legislative Program is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City's State Legislation Committee adopted the draft program on November 14, 2018.

RECOMMENDATION

Staff recommends approval of the SFMTA's 2019 Legislative Program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) each year approves an annual legislative program and forwards that program to the Mayor's office for inclusion in the City's full legislative program; and,

WHEREAS, The purpose of a legislative program is to set forth legislative policies, principles and priorities to guide SFMTA staff and to provide input to the Mayor's office on transportation matters for the upcoming year; and,

WHEREAS, In response to the interests of the SFMTA and the Mayor's office, staff has prepared the accompanying 2019 Legislative Program (the "2019 Legislative Program") for the consideration and approval of the Municipal Transportation Agency Board of Directors; and,

WHEREAS, The 2019 Legislative Program provides, among other things, support for measures that will enhance funding levels for SFMTA's programs, opposition to governmental actions that might decrease funding for SFMTA's programs, and authorization for SFMTA staff to carry out the objectives of the 2019 Legislative Program; and,

WHEREAS, On November 9, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the 2019 SFMTA Legislative Program is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore be, it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board does hereby approve the SFMTA's 2019 Legislative Program and authorizes the Director of Transportation to carry out the objectives of the Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 18, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2019 Legislative Program

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares a legislative program to guide advocacy efforts in the City and County of San Francisco, with the Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C. It is a strategic document that is not meant to be comprehensive of all legislative issues but rather to provide general direction on issues relevant to the SFMTA and transportation partners in the coming year. This program is also intended to align with the SFMTA's FY 2019/FY 2020 Strategic Plan and supports the overall goals and objectives as developed in the Plan including:

GOAL 1: Create a safer transportation experience for everyone.

GOAL 2: Make transit and other sustainable modes the most attractive and preferred means of travel.

GOAL 3: Improve the quality of life and the environment in San Francisco and the region.

GOAL 4: Create a workplace that delivers outstanding service.

This document includes a summary of the anticipated priority issues for the SFMTA in the next legislative session.

Local Legislative Priorities

1. **SFMTA Legislation and Policy:** The Government Affairs team will work proactively with the SFMTA's Executive team to strategically plan and implement all legislative and policy initiatives supporting the Agency's operations and overall goals and objectives of the Strategic Plan. Additionally, Government Affairs staff will work proactively with all key City stakeholders to maintain positive working relationships and implement those same legislative and policy initiatives also incorporating SFMTA's Public Participation Plan and engaging local elected officials in their role as District Supervisors and as San Francisco County Transportation Authority (SFCTA) Commissioners in those efforts.
2. **Board of Supervisors (BOS) Legislation and Policy:** The SFMTA will continue efforts to coordinate local legislative priorities with all key City stakeholders. Government Affairs staff will work closely and collaboratively with the Mayor's office, the Board of Supervisors (BOS), SFCTA and various City agencies to engage, manage, inform and advise on any BOS hearing requests, audits, or legislation relating to all Divisions of the SFMTA.
3. **San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, transit reliability and mobility improvement projects.

4. **Contracts and Grants:** There are several contracts that will require Board of Supervisors approvals, pursuant to Section 9.118 9(b) of the Charter, including but not limited to transit vehicle and transit service related procurement, real estate agreements, and cellular service installation, among others. In addition to these contracts, grant authorizations may require BOS approvals.

SFMTA staff will work closely with the Mayor's Office, BOS, and the BOS Budget Analyst on these items.

5. **Vision Zero:** Vision Zero is San Francisco's policy commitment to eliminate all traffic-related fatalities on our City's streets. It is a joint effort of San Francisco's Municipal Transportation Agency, Department of Public Health, Police Department, Department of Public Works, and Department of the Environment, Public Utilities Commission, Unified School District, Planning Department, District Attorney's Office, County Transportation Authority, and the Mayor's Office.

San Francisco's Vision Zero approach relies on a combination of five focus areas: engineering, education, enforcement, evaluation and policy to create a transportation system that is safe for all road users, for all modes of transportation, in all communities, and for people of all ages and abilities.

SFMTA's Local Government team is involved with these discussions and will work closely and collaboratively with the City family to engage, manage, inform and advise on any BOS or SFCTA hearing requests or legislation relating to all aspects of this joint effort.

6. **Priority Projects Requiring Legislative Approvals:** SFMTA staff will continue to work with city partners on advancing key priority projects that are now underway and at various stages of progress including regular briefings with BOS offices and stakeholders.

Among these projects are:

A. Van Ness Bus Rapid Transit (BRT): SFMTA staff will work with the BOS, the Budget and Legislative Analyst, the SFCTA, and stakeholders as appropriate, to gain support for any local legislation necessary to advance any agreements, funding, or policy issues relating to the Van Ness BRT and its outreach efforts.

B. Muni Forward: Muni Forward brings together in one place the long list of projects, planning and outreach efforts underway to achieve the vision articulated in the Transit Effectiveness Project (TEP); namely, a safer walk and a more frequent and reliable transit service along some of our most heavily used lines.

C. Geary BRT: Geary Boulevard is the most heavily used transit corridor in the northern part of San Francisco with almost 54,000 daily transit riders. It is currently in its Conceptual Engineering Review (CER) phase which will lead to 30% design of the project, anticipated in March 2019.

D. Extending the T-Third (Central Subway II): SFMTA staff will work with the SFCTA, the BOS and stakeholders about the concept of extending the T-Third (Central Subway II) north to Fisherman's Wharf and North Beach through a collaborative process.

E. Better Market Street: SFMTA staff will work with SFCTA, the BOS, Public Works, and other city departments to advance this important project through project milestones associated with engineering efforts in 2018.

7. **Regional Partner Requirements:** SFMTA staff will support and coordinate with colleagues on Caltrain and BART actions related to various funding sources for regional partner requirements.
8. **Emerging Mobility and Innovation:** SFMTA staff will monitor and engage in city efforts around emerging mobility services, models and technologies such as autonomous vehicles, e-scooters, autonomous delivery devices and private transit vehicles, coordinating efforts with city agencies, BOS, SFCTA, Mayor's Office, and community groups to ensure city interests and impacts are communicated.

State Legislative Priorities

The proposed 2019 State Legislative Program is categorized into six policy priority areas: transportation funding, Vision Zero, emerging mobility and innovation, parking, land use and housing, and sustainability.

1. Transportation Funding

- **Statewide Transportation Funding:** Following enactment of SB 1 (Beall/Frazier-2017), a \$5.24 billion/year, 10-year funding package, support efforts to advance grant applications for SB 1 competitive programs including the Transit and Intercity Rail Capital Program and the Active Transportation Program. Proposition 6, the November 2018 state ballot initiative that sought to repeal the gas tax increase and other transportation fees enacted by SB 1, was not passed by California voters.
- **Transportation Development Act:** Work with the California Transit Association on Transportation Development Act (TDA) reform efforts pursuant to a request by Assembly and Senate Transportation Committee chairs to conduct a comprehensive review of the TDA program; seek to ensure maximum funding for San Francisco is maintained. TDA is the ¼ cent sales tax on all goods and is returned to each county to support transit investments (2% is directed to Bike/Pedestrian projects). San Francisco is projected to receive \$49 million in TDA funds in FY18/19.
- **Local Tax Rate Ballot Language:** Support City efforts to remedy the impact of AB 195 (2017), which requires the ballot statement for all local ballot measures that impose a tax or raise the rate of a tax, including measures authorizing the issuance of bonds or the incurrence of debt, to include in the statement of the measure to be voted on 1) the amount of money to be raised annually and 2) the rate and duration of the tax to be levied, instead of making such a requirement applicable only to local

initiative measures (i.e., measures that are placed on the ballot through a petition signed by voters of the local jurisdiction). Often, these elements are not known in advance for Government Obligation (GO) bonds. And, the new law does not account for San Francisco's policy of incurring new debt only as debt is retired so that the incremental tax burden remains at zero, seen as key to passage of local bond measures. AB 195 makes it hard if not impossible to clearly message this and San Francisco will be looking for an appropriate remedy.

- **Cap and Trade Funding:** Maintain the existing transportation and housing programs funded by cap and trade and seek opportunities to direct additional cap and trade funds towards these purposes. Key programs for San Francisco include the Transit and Intercity Rail Capital Program, which has provided \$122 million in funding thus far for SFMTA's light rail vehicle replacement program. Monitor legislation to modify the programs and support administrative or legislative efforts to streamline applications and simplify program administration.
- **High Speed Rail:** Consistent with San Francisco's on-going support for high speed rail to the Transbay Terminal, support efforts aimed at advancing the high speed rail program.

2. Vision Zero

San Francisco adopted Vision Zero as a citywide policy in 2014, committing to eliminate all traffic deaths on our streets. The City's approach to Vision Zero focuses on engineering safer streets, encouraging safer speeds, investing in safer vehicles and supporting the safe use of streets by everyone on the road, regardless of mode. Equity is a core principle of Vision Zero SF and the SFMTA will continue to work with city leaders to advance equity in all related policy initiatives.

- **Engage with State Level Vision Zero Efforts:** AB 2363 (Friedman), signed by the Governor in September 2018, will establish a State level Zero Traffic Fatalities Task Force focused on speed management. If the Task Force is established, we anticipate participating and engaging with the diverse stakeholders to advance key Vision Zero priorities including: speed limit setting methodology, automated speed enforcement, among others.
- **Support Efforts that Encourage Safety:** The SFMTA will also support efforts to improve the overall safety for all road users, including bicycle and pedestrian related measures, measures that discourage dangerous driving, cycling or walking behavior, and proposals that seek to increase investment in infrastructure improvements and education that advances the goal of Vision Zero.
- **Vision Zero and Transit:** Riding transit is one of the safest ways for people to move around the City. Improving transit performance by ensuring effective enforcement of vehicles stopping in bus stops, including seeking authorization for use of bus lane enforcement cameras, could help encourage people to choose transit over other modes.

3. Emerging Mobility and Innovation

Managing the adoption and integration of new and emerging mobility innovations is a fundamental issue for San Francisco and other cities. The SFMTA has adopted *Ten Guiding Principles for Emerging Mobility Service and Technologies*, which establishes a framework to evaluate existing and future new transportation technologies to ensure they support the City's transportation goals.

The SFMTA will monitor and engage, as appropriate, in state legislative measures in the areas listed below based on our Guiding Principles framework. Legislative topics in this arena may include pricing and data sharing, among others. We will continue to engage with State agencies regulating emerging mobility including the California Department of Motor Vehicles (DMV), California Public Utilities Commission (CPUC), and the California State Transportation Agency (CalSTA), and others to ensure emerging mobility is effectively managed and regulations are enforced.

The SFMTA will also coordinate work in this broad arena with other large city transportation departments pursuant to on-going collaboration with the California City Transportation Initiative (CaCTI), a working group representing the seven largest cities in California.

- **Transportation Network Companies (TNCs) and Taxis:** Evaluate legislative proposals regarding taxis and TNCs; monitor and engage in efforts to establish local requirements or regulatory authority of TNCs.
- **Autonomous Vehicles:** Continue dialogue with various State agencies as they implement their policy framework for testing and deployment of autonomous vehicles, and ensure cities are included in process.
- **E-Scooters:** Monitor and engage in legislation related to e-scooters; ensure local authority is preserved as it relates to the City's local e-scooter permit program.
- **Commuter Shuttles & Private Transit Vehicles:** Monitor legislation related to commuter shuttles and private transit vehicles within the context of SFMTA's Commuter Shuttle and Private Transit Vehicle Permit Programs.
- **Advance a Congestion Pricing Framework:** Support advancing congestion management efforts using pricing and incentives, to ensure fewer vehicle miles traveled in the downtown core and South of Market neighborhood and net benefits to low-income travelers.
- **Small Cell Wireless Siting:** Support legislative efforts that preserve local control over siting of small cell wireless technology on City-owned pole infrastructure.

4. Parking

The SFMTA will continue to coordinate parking advocacy efforts with public parking interest groups including the California Public Parking Association, other cities and stakeholders.

- **Accessible Parking Policy:** The SFMTA will continue to work with interested stakeholders statewide on accessible parking policy reform based on the past work of the Accessible Parking Policy Advisory Committee and the recent engagement by other cities, including Los Angeles and Sacramento, on this important issue.

- **Parking Fines and Fees:** Monitor legislation related to reducing parking fines and fees to ensure impacts balance equity issues and the Agency's financial considerations.
- **Curb Management:** Support legislative efforts that provide the City with more flexibility within the California Vehicle Code to implement recommendations from the upcoming Curb Management Strategy, expected to be released in 2019.

5. Land Use & Housing

The Agency will support State efforts to encourage new housing production, and advocate that new development should be coupled with transit improvements and transportation infrastructure investments to meet new induced demand. This will ensure occupants of new developments are able to move around the City by transit or active transportation modes, reducing dependence on a personal automobile.

- **Environmental Review & Permitting Streamlining:** Ensure that increased transportation capacity and infrastructure projects are included in environmental review and permit streamlining efforts to accommodate increased transit demand induced by new development.
- **Support Transit-Oriented Development:** Support legislation and other efforts that encourage streamlined transit-oriented development.
- **Parking Minimums & Maximums:** Support State level efforts to remove parking minimums and/or establish parking maximums to reduce the costs of developing new housing, and encourage use of transit or other active transportation modes.

6. Sustainability

SFMTA is dedicated to meeting the City's climate action targets of 80% trips taken in sustainable modes by 2030 and net zero greenhouse gas emissions by 2050. In May 2018, SFMTA additionally committed to purchasing all electric buses starting in 2025 in order to have an all-electric bus fleet by 2035.

- **Greenhouse Gas Emissions Reductions:** Monitor and engage in legislation that supports greenhouse gas emissions reductions in the transportation sector.
- **Bus Electrification:** Engage in legislation and policies that support Muni's commitment to have a fully electric bus fleet by 2035.
- **Electrification Infrastructure:** Monitor legislation related to electric vehicle infrastructure as it impacts our parking and curb space.

7. Support Shared Policy Priorities of City Departments

Support as appropriate the policy priorities of other City departments including Planning, Department of the Environment, Public Health and the Office of Economic and Workforce Development that advance mutual policy objectives including transportation and livable street design, pedestrian safety, transit-oriented development, California Environmental Quality Act reform policy and infrastructure investment.

Federal Legislative Priorities

1. Federal Funding and Appropriations:

- **Fixing America’s Surface Transportation (FAST) Act:** Maximize federal transportation appropriations for FAST Act programs. Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress appropriates funding in fiscal year 2019 consistent with amounts authorized in FAST Act.
 - **Capital Investment Grants (CIG) Program:** Advocate for CIG funding for San Francisco’s Plan Bay Area Projects: Support continued funding at FAST Act authorized levels for the Capital Investments Grant (CIG) program. Support regional efforts to seek New Starts/Small Starts/Core Capacity commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), Better Market Street, and Geary Bus Rapid Transit (BRT).
 - **Surface Transportation Reauthorization:** Partner with local, regional, state and national stakeholders to ensure San Francisco’s funding priorities are maintained or enhanced in the development of the next federal Surface Transportation Reauthorization bill, expected in 2020.
- 2. Infrastructure Initiative:** Monitor any opportunities for the SFMTA created by a federal infrastructure initiative, if proposed.
- 3. Autonomous Vehicles:** Continue to track and engage in development of federal legislation around autonomous vehicles, following the passage of the House SELF DRIVE Act and Senate AV START Act in 2017. Coordinate efforts and participate in strategy development with the National Association of City Transportation Officials (NACTO) and Transportation for America to ensure city interests are heard.
- 4. Emerging Mobility and Innovation:** Monitor and engage in federal efforts around shared mobility and other emerging mobility issues that arise. Monitor ongoing competitive grant opportunities for advanced transportation technologies.