

SFMTA 2016 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 **2013-2018 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, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

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

GOAL 4: Create a workplace that delivers outstanding service.

This document includes a summary of the priority issues for the SFMTA as well as measures the Agency will seek to sponsor in the 2016 legislative sessions.

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 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 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, and transit reliability and mobility improvement projects.
4. **Budget:** The SFMTA Board of Directors will be approving the FY 17-FY 18 Operating and Capital 2-year budget for presentation to the Board of Supervisors and the Mayor by May 1, 2016 as required by the City Charter.

5. **2016 Ballot Efforts-Charter Change and Funding Measure:** The SFMTA will continue to collaborate with the Mayor and members of the Board of Supervisors on a potential charter amendment in June 2016 as a precursor to a November 2016 ballot measure to increase the Vehicle License Fee (VLF) and/or sales tax.
6. **Transportation Sustainability Program.** San Francisco is currently working on establishing the Transportation Sustainability Program which is made up of three components: 1) enhance transportation to support growth; 2) modernize the environmental review process; and 3) encourage sustainable travel. The first component determines new development's impacts on the City's transportation system and levies a Transportation Sustainability Fee (TSF) to offset those impacts, and in 2015 the fee ordinance was introduced. Sustainable travel legislation to further transportation demand management will require Board of Supervisors approval in 2016.
7. **Contracts and Grants:** There are several large contracts that will require Board of Supervisor approvals, pursuant to Section 9.118 9(b) of the Charter, including but not limited to towing, transit vehicle procurement, real estate leases/acquisition and Farebox replacement. In addition to the above listed contracts, grant authorizations for bicycle amenities and exercising options for vehicle procurements will require Board of Supervisors approval in 2016.

SFMTA staff will work closely with the BOS, and the BOS Budget Analyst to gain support for any necessary contracts, contract amendments or grant approvals.

8. **Vision Zero:** Vision Zero is San Francisco's policy commitment to eliminate all traffic-related fatalities by 2024. It is a joint effort of San Francisco's Municipal Transportation Agency, Department of Public Health, Police Department, Department of Public Works, 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.

9. **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. Among these projects are:

A. Van Ness Bus Rapid Transit (BRT): SFMTA staff will work with the SFCTA, the BOS and the BOS Budget Analyst, and the SFCTA as appropriate, to gain support for any local legislation necessary to advance any agreements, funding, or policy issues relating to the Van Ness BRT. The project received environmental clearance from the Federal Transit Administration in January of 2014. The BOS passed a project specific ordinance to facilitate the use of the CM/GC project delivery method for the delivery of the project. In the coming year the project will bring forward sidewalk legislation and tree removal permits as the design is finalized.

B. Muni Forward: The TEP EIR was certified by the Planning Commission on March 27, 2014 and has now entered the implementation phase. Muni Forward is the implementation name of the TEP and brings together in one place the long list of projects and planning efforts underway to achieve the vision articulated in the 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. Over 50,000 daily transit riders rely on Geary bus service, which is often unreliable and crowded. Bus rapid transit (BRT) is a quick and relatively inexpensive way to speed up buses and make service more reliable and comfortable.

Geary BRT is anticipating environmental clearance from the Transportation Authority Board, an action from the SFMTA Board, and clearance from the Federal Transit Administration (record of decision) by fall 2016.

Additionally, SFMTA staff is working on a package of initial construction improvements. This package will be finalized after receiving comments on the Public Draft EIR/S and the selection of the Locally Preferred Alternative. Near-term improvements will require legislation.

D. Central Subway: SFMTA staff will work with the SFCTA, the BOS and the BOS Budget Analyst as appropriate to garner support for any local legislation necessary to advance any agreements or policy issues relating to the Central Subway Project.

E. Better Market Street: SFMTA staff will work with SFCTA, the BOS, SFDPW and other city departments to advance this important project through project milestones associated with preliminary engineering efforts in 2016.

PAGE 4.

In 2015, the SFMTA was successful in achieving several of its adopted 2015 State legislative priorities including permanent authorization of the Transit Only Lane Enforcement program (AB 1287-Chiu) and decriminalization of youth fare evasion (SB 413-Wieckowski). In addition, the Agency secured \$41 million in Cap and Trade funds under the Transit and Intercity Rail Capital Program for light rail vehicle fleet expansion. The proposed 2016 State Legislative Program builds on this success and includes prioritization of Vision Zero initiatives and transportation funding heading into the second year of the current two-year session.

1. **Transportation Funding.**

A. FY2016-17 State Budget: Advocate for a state budget that focuses transportation funds on the State's most important needs and giving top priority to maintenance, system operations and preservation of the existing transportation system. Seek opportunities to enhance the State's investment in public transportation and active transportation projects.

B. Future Transportation Funding and Special Session on Transportation and Infrastructure: Support efforts to establish new sources of statewide funding for transportation including implementation of a new dedicated user fee, and advocate that all transportation modes should be eligible for new funding sources. The Governor declared a Special Session of the Legislature on Transportation and Infrastructure investment and efforts continue through the work of a joint conference committee that is seeking to find agreement on funding mechanisms. The Governor has proposed a \$3.6 billion program that includes funding for local streets and roads, state highways and transit and the SFMTA will continue to support proposals that recognize the critical need to fund all modes.

Monitor legislation that would provide authority for Bay Area voters to consider at a future election whether to raise tolls on state-owned bridges to fund transportation investments in bridge corridors (i.e., authorization for regional measure 3). Ensure San Francisco investment needs are prioritized in expenditure plans that are developed as part of this effort.

2. **Cap and Trade.**

A. Transit Program Investments: Continue to monitor and comment on program guidelines for the three transportation-related Cap and Trade programs established in 2014—the Transit and Intercity Rail Capital Program (TIRC), the Low Carbon Transit Operations (LCTO) Program, and the Affordable Housing and Sustainable Communities Program (AHSC)—as well as the methodology for measuring greenhouse gas emissions reductions under development by the California Air Resources Board. Advocate for SFMTA cap and trade program project applications including the remaining \$161 million request in TIRC funding for Muni's current LRV procurement and other identified projects. Continue to coordinate with all City family interests on various cap and trade programs to ensure effective advocacy regarding cap and trade investments benefitting complementary affordable housing and transportation projects in San Francisco building on the success of grants awarded to San Francisco in 2015 under the AHSC program.

B. Secure Funding in State Budget: While the general distribution of cap and trade revenue was legally established in 2014, 40 percent of the revenues will still be subject to annual appropriation through the State Budget process. SFMTA will seek additional, ongoing, dedicated revenue for transit from these 40 percent of funds not continuously appropriated.

3. **Vision Zero: Automated Safety Enforcement, Lower Speed Limits.** San Francisco adopted Vision Zero in 2014 and has committed to a policy to eliminate all traffic deaths in San Francisco by 2024. The current two-year Vision Zero Action Strategy focuses on engineering, education, enforcement, evaluation and policy changes that will advance this ambitious goal. In 2016, the SFMTA will join with the Mayor, the Board of Supervisors, the San Francisco County Transportation Authority and other city departments to support state legislation to advance the goals of Vision Zero including the VZ Action Plan Policy recommendation to seek authorization for automated speed enforcement.

Speed is the number one cause of severe and fatal traffic collisions in San Francisco. In general, speed is a major factor in traffic safety and how fast a vehicle is traveling has a direct impact on whether someone survives a collision. People struck by a vehicle traveling 20 miles per hour (mph) have a 10 percent chance of dying. These odds increase to 80 percent if a person is hit by a car traveling 40 mph. In terms of economic costs, speed-related crashes are responsible for an estimated \$52 billion in economic losses each year nationwide. In San Francisco, \$15 million a year in medical costs are related to pedestrian injuries and \$564 million in total annual health-related economic costs. The ability to use automated speed enforcement, particularly on high injury corridors, provides San Francisco with another important tool to manage speed, serving as a force multiplier when it comes to overall speed enforcement.

The SFMTA will also support efforts to improve the overall safety for all road users, including bicycle and pedestrian related measures and proposals that seek to increase investment in infrastructure improvements and education that advances the goal of Vision Zero.

4. **Parking Policy.** The SFMTA will continue to coordinate parking advocacy efforts with public parking interests including the California Public Parking Association and local government interests throughout the State. The SFMTA will continue to work with interested stakeholders statewide on accessible parking policy reform through education and outreach to limit disabled placard abuse and increase access to parking with people with disabilities.
5. **Taxi Legislation and Policy.** Monitor state legislation and regulations related to taxi industry issues governed by the California Vehicle Code, California Government Code and California Public Utilities Code. Coordinate with city and statewide taxi interests on legislative efforts relating to taxi regulations and policy including policy initiatives associated with Transportation Networking Companies (TNCs).
6. **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, CEQA reform policy and infrastructure investment.

Federal Legislative Priorities

1. Support Surface Transportation Authorization implementation

On Friday, December 4, 2015, President Obama approved the first long-term transportation bill in 10 years, dubbed the “Fixing America’s Surface Transportation (FAST) Act (H.R.22)”. The measure is a five-year reauthorization for federal highway and transit programs, fully funded through September 2020. The bill authorizes highway, transit and railroad programs at \$305 billion over 5 years (\$61 billion per year), and increases annual spending authority for transit programs from its current level of \$8.6 billion to \$9.35 billion in FY 2016 and up to \$10.15 billion in FY 2020, an increase of 18% over the life of the bill. As a multi-year bill with slightly increased funding over existing levels, it provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and reaffirms a strong commitment to safety. Implementation of this new act will entail various USDOT rulemakings which SFMTA will monitor, review and comment on as appropriate.

2. FY17 Transportation Appropriations: Advocate for Capital Investment Grant funding for Priority Projects:

Federal New Starts/Small Starts-Seek annual remaining Capital Investment Grant (commonly referred to as “New Starts”) appropriations consistent with the full funding grant agreement (FFGA) approved for the Third Street Light Rail/Central Subway project. Continue to support federal efforts for the Van Ness Bus Rapid Transit project towards achieving Small Starts Grant Agreement (SSGA) in spring 2016. In addition, support Agency efforts to identify future candidate projects for the New Starts/Small Starts/Core Capacity program.

3. Support Priority Projects for USDOT Competitive Grant Programs: The USDOT continues to provide funding opportunities for capital projects through a variety of competitive grant programs. SFMTA will work to identify priority projects that are suitable and competitive candidates for these programs as notices of funding availability (NOFA) are issued in 2016.

4. Pre-Tax Transportation Fringe Benefits

Restore and establish permanent mode-neutrality in pre-tax transportation benefits:

Continue San Francisco's long-standing advocacy for parity between the pre-tax transportation fringe benefits allowed for public transit and vanpooling and that which is allowed for parking. In 2013, the federal pre-tax fringe benefit for transit was raised to \$245 per month, the same level as the fringe benefit for parking expenses. The parity basis expired in 2014 and transit is now subject to pre-tax level of just \$130 per month while parking is up to \$250 per month. While tax extender legislation is currently pending in Congress that could provide another two years on this tax benefit, the SFMTA will advocate for a permanent solution that puts transit pre-tax benefits on par with parking benefits and explores the opportunity of adding bikeshare costs for commuters as well.