

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Government Affairs

BRIEF DESCRIPTION: Adoption of 2018 SFMTA Legislative Program



SUMMARY:

- The 2018 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.
- Adoption 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 the SFMTA and a justification for the recommended position.

ENCLOSURES:

1. SFMTAB Resolution
2. 2018 SFMTA Legislative Program

APPROVALS:

	DATE
DIRECTOR 	11/16/2017
SECRETARY 	11/14/2017

ASSIGNED SFMTAB CALENDAR DATE: November 21, 2017

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PURPOSE

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares an advocacy program to guide legislative efforts locally, in Sacramento, and in Washington, D.C. It is a strategic document that is not meant to be comprehensive of all issues but rather to provide general direction on issues relevant to the SFMTA and transportation partners.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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.

The program will additionally support the City's Transit-First Policy by supporting legislation that advances the Transit-First principles.

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 the Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C.

The 2018 SFMTA Legislative Program is intended to guide the 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. Adoption 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.

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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 State and Federal provisions of this program were presented to the Citizens' Advisory Council (CAC) on October 5, 2017. At that meeting, the CAC passed a motion to support the 2018 legislative program. On November 8, 2017, the program will be reviewed by the City and County of San Francisco's State Legislation Committee, which is comprised of representatives from the Mayor's office, Board of Supervisors, the Controller, Assessor and Treasurer's offices. There will continue to be opportunities throughout the legislative cycle for additional input into the legislative agenda for transportation – related issues as issues arise.

ALTERNATIVES CONSIDERED

SFMTA identified our 2018 legislative priorities through an analysis of major transportation needs that require legislative action, and their probability of success in the legislative arena.

No alternative to submitting a legislative program was considered as it is essential that a program be adopted annually.

FUNDING IMPACT

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

ENVIRONMENTAL REVIEW

On October 27, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the 2018 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 will review the program on November 8, 2017.

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RECOMMENDATION

Staff recommends that the SFTMA Board adopt of the 2018 SFMTA Legislative Program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) each year adopts 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 2018 legislative program (the "2018 Legislative Program") for the consideration and approval of the Municipal Transportation Agency Board of Directors; and

WHEREAS, The 2018 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 2018 Legislative Program; and

WHEREAS, The 2018 SFMTA Legislative Program has been determined by SFMTA staff to not constitute a project under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15060(c); now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board does hereby approve the 2018 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 November 21, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2018 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 2018 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.

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4. **Budget:** The SFMTA is starting its next two-year budget cycle for FY 2019 – FY 2020. The SFMTA budget will require MTA Board approval and BOS review.
5. **Transportation 2045:** The SFMTA will continue to support Transportation 2045 efforts.
6. **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, the NextGen customer information system contract, and approval of BART's selected vendor for Muni Metro underground cellular service installation. 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.

7. **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, 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.

8. **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. Geary BRT has completed CEQA and is on target to complete NEPA in late 2017. Geary BRT will be implemented in two phases. In calendar year 2018, legislative approvals for the first phase between Stanyan and Market Street will be sought at the SFMTA Board with implementation anticipated beginning in the summer. In addition, the second phase west of Stanyan will begin the process of applying for an FTA Small Starts Grant.

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.

9. **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.
10. **Emerging Mobility Services and Technology:** SFMTA staff will monitor and engage in city efforts around new mobility services, models and technology such as autonomous delivery devices and private transit vehicles, coordinating efforts with city agencies, BOS, TA, Mayor's Office, and community groups to ensure city interests and impacts are communicated.

State Legislative Priorities

The proposed 2018 State Legislative Program builds on efforts from the first year of the current two-year Legislative session and includes prioritization of Vision Zero initiatives such as AB 342 (Chiu) authorizing a pilot program for automated speed enforcement

1. Transportation Funding

- A. **Protect Statewide Transportation Funding:** Following enactment of Senate Bill (SB) 1 (Beall/Frazier), a \$5.24 billion/year, 10 year funding package, support efforts to protect this funding program in the face of threats to repeal the gas tax and registration fee increases. Support efforts to advance grant applications for SB 1 competitive programs.
- B. **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 (TIRC) Program, which has provided \$95 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.

- C. **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: Automated Speed Enforcement (ASE), Lower Speed Limits and Measures that Improve Traffic Safety

San Francisco adopted Vision Zero as a citywide policy in 2014, committing to eliminate all traffic deaths in San Francisco by 2024. 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.

- A. **Advance Assembly Bill (AB) 342 (Chiu) Automated Speed Enforcement Pilot Program:** With the full support of the Mayor, the Board of Supervisors, the San Francisco County Transportation Authority and other city departments, SFMTA will continue to advance state legislation, AB 342 (Chiu), that would authorize a pilot program to test ASE on San Francisco's most dangerous streets in support of the City's Vision Zero goal.
- B. The SFMTA will also support efforts to improve the overall safety for all road users, including bicycle and pedestrian related measures, bills that provide municipalities the flexibility to reduce speed limits, 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.

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 a shared mobility framework aimed at ensuring these transportation options are integrated to manage a network that is efficient, equitable and sustainable. The SFMTA will monitor and engage, as appropriate, in state legislative measures in the areas listed below to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use purposes is assured. The SFMTA will also coordinate work in this broad arena with other large city transportation departments pursuant to on-going collaboration with a working group, representing the eight largest cities in California.

- Transportation Network Companies (TNCs) and Taxis: evaluate legislative proposals consistent with California Public Utilities Commission (CPUC) filings regarding ride-hailing

services and the following core principles: public safety, outstanding customer service, accessibility, and economic and environmental sustainability.

- **Autonomous Vehicles:** continue to participate in State efforts to develop policy framework for testing and deployment of autonomous vehicles and ensure cities are included in process.
- **Commuter Shuttles:** monitor legislation that supports these programs within the context of SFMTA's Commuter Shuttles Program and encouraging shared trips.
- **CPUC and Transportation Functions:** Monitor and engage in shift of transportation oversight responsibilities from the CPUC to the California State Transportation Agency (CalSTA).
- Support efforts to authorize three-rack bicycle racks on 60-foot motor coaches and trolley buses.

4. Parking Policy

- The SFMTA will continue to coordinate parking advocacy efforts with public parking interests including the California Public Parking Association, other cities and stakeholders. The SFMTA will continue to work with interested stakeholders statewide on accessible parking policy reform based 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.

5. 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. Federal Funding and Appropriations:

- A. Maximize federal transportation appropriations for Fixing America's Surface Transportation (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.
- B. Advocate for Capital Investment Grant funding for San Francisco's Resolution 3434/ Plan Bay Area Projects:** Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project. 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 BRT.

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- 2. Infrastructure:** Monitor any new opportunities created by the Trump administration's \$1 trillion infrastructure initiative. The \$1 trillion figure is calculated by expected value created from \$200B in new direct federal funding, which the administration believes will incentivize and leverage private investment of \$1 trillion in total infrastructure spending.
- 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 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.