

THIS PRINT COVERS CALENDAR ITEM NO. : 16

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Government Affairs

BRIEF DESCRIPTION: Adoption of 2017 Legislative Program

SUMMARY:

- The 2017 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 SFMTA and a justification for the recommended position.

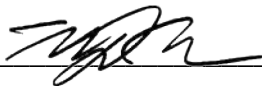
ENCLOSURES:

1. SFMTAB Resolution
2. 2017 SFMTA Advocacy Program

APPROVALS:

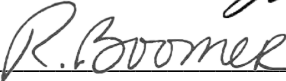
DATE

DIRECTOR



11/21/16

SECRETARY



11/21/16

ASSIGNED SFMTAB CALENDAR DATE: December 6, 2016

PAGE 2.

PURPOSE

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares an advocacy program to guide legislative efforts locally and in Sacramento and 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. Attached is a summary of the priority issues for the SFMTA.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

Adopting this program will 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 car sharing 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.

Adopting the 2017 Legislative Program 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.

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 San Francisco Municipal Transportation Agency (SFMTA) each year adopts this annual legislative program and forwards that program to the Mayor's office for inclusion in the City's full legislative program

The 2017 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. Adoption of the program will provide our legislative delegation and our transportation partners with an

PAGE 3.

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. The 2017 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 2017 Legislative Program

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

This draft 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 the Supervisors, the Controller, Assessor and Treasurer's offices. It was presented to the SFMTA Citizens' Advisory Council on November 3, 2016. Input to the program has also been informed through discussions with the California Transit Association and the Metropolitan Transportation Commission. There will continue to be opportunities throughout the legislative cycle for additional input into the legislative agenda for transportation – related issues.

ALTERNATIVES CONSIDERED

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

FUNDING IMPACT

There could be funding impacts from the items in this program, the impact of which is unknown.

ENVIRONMENTAL REVIEW

On October 28, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the 2017 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).

PAGE 4.

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 draft program is pending review by the City's State Legislation Committee.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends adoption of the 2017 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 2017 legislative program (the "2017 Legislative Program") for the consideration and approval of the Municipal Transportation Agency Board of Directors; and

WHEREAS, The 2017 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 2017 Legislative Program; and

WHEREAS, On October 28, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the 2017 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); 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 approves the SFMTA's 2017 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 6, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2017 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 car sharing 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 2017 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.

PAGE 7.

4. **Budget:** The SFMTA is in the first year of the FY 2017 – FY 2018 two-year budget cycle. The SFMTA may seek supplemental appropriations during 2017.
5. **Transportation 2030:** SFMTA will continue to support Transportation 2030 efforts, including advancing discussions of potential 2018 revenue measures.
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 which was adopted in 2015. Modernization of environmental review was accomplished in 2016 via action by the Planning Commission enabled by state legislation. Sustainable travel legislation to further transportation demand management has been recommended by the Planning Commission and will require Board of Supervisors approval.
7. **Contracts and Grants:** There are several contracts that will require Board of Supervisors approval, pursuant to Section 9.118(b) of the Charter, including but not limited to citation processing, transit vehicle and transit service related procurement as well as real estate agreements. In addition to the above listed contracts, grant authorizations which require BOS approvals.

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

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 and Legislative Analyst 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. Construction is now underway.

B. Muni Forward: Muni Forward implements the recommendations of the Transit Effectiveness Project and brings together in one place the long list of projects and planning efforts underway to provide safer access and a more frequent and reliable transit service along some of our most heavily used lines.

C. Geary Bus Rapid Transit (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 is a quick and relatively inexpensive way to speed up buses and make service more reliable and comfortable.

SFMTA staff is working on a package of initial construction improvements. This package will be finalized after the release of the final environmental documents. Near-term improvements will require legislation.

D. Central Subway: SFMTA staff will work with the SFCTA, the BOS and the Budget and Legislative Analyst as appropriate to garner support for any local legislation necessary to advance any agreements or policy issues relating to the Central Subway Project, which is on track for completion in 2019.

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 2017.

State Legislative Priorities

1. Transportation Funding

- A. New Statewide Transportation Funding:** As a follow up to the 2016 Special Session, continue to support efforts to identify new long-term, sustainable funding program that includes all modes. Advocate that all transportation modes should benefit from increased transportation funding.

- 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 \$86 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. **Definition of Disadvantaged Communities:** Monitor legislation related to the definition of disadvantaged communities (DAC) as it relates to cap and trade or other relevant funding programs. Seek opportunities to broaden the definition in statute so that it includes all socio-economically disadvantaged communities. Monitor and engage in administrative efforts related to updating the CalEnviroScreen, the State's current DAC screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) to ensure as many San Francisco communities of concern as possible are included.
- D. **Regional Measure 3:** Participate in any efforts by the Metropolitan Transportation Commission to seek legislation that would authorize a ballot measure asking Bay Area voters to approve a bridge toll increase to support transportation improvements in bridge corridors.
- E. **High Speed Rail and the Downtown Extension:** Consistent with San Francisco's on-going support for bringing Caltrain and high speed rail to the Transbay Terminal, support efforts aimed at advancing the high speed rail and Caltrain modernization programs.
- F. **Transbay Rail Crossing:** Support regional and state efforts to initiate planning for a second rail crossing between San Francisco and the East Bay.
- G. **Managed Freeway Lanes:** Support local, regional, and state efforts to advance planning for managed freeway lanes from Santa Clara County, through San Mateo County, and into downtown San Francisco.

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. While the current two-year Vision Zero Action Strategy is being updated, 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.

- A. **Seek Sponsor for 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 work to advance state legislation 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. Seek Support for Other Supportive Measures:** 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. Shared Mobility

Managing the adoption and integration of new and emerging mobility innovations is a fundamental issue for San Francisco and other cities. The SFMTA is developing a shared mobility framework aimed at ensuring these transportation options are integrated to manage a network that is efficient, equitable and sustainable. With this as background, the SFMTA will monitor and engage, as appropriate, in state legislative measures in all of 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 initiated with a working group representing the eight largest cities in California. The SFMTA will support and advance legislation, regulation, and other state policy as it relates to the following modes of transportation (and others that emerge) to ensure they are supportive of SFMTA/SF goals relating to safety, accessibility, equity, transit first, and environmental leadership.

- 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: 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.
- Bicycle-related legislation as it relates to facilitating bike share programs and bicycle safety.
- CPUC and Transportation Functions: Monitor and engage in shift of transportation oversight responsibilities from the CPUC to the California State Transportation Agency (CalSTA).

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 based the past work of the Accessible Parking Policy Advisory Committee and on

recommendations of the State Auditor report on Department of Motor Vehicles (DMV) placard program anticipated in March 2017.

Federal Legislative Priorities

1. Federal Funding and Appropriations:

- A. **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 2017 and fiscal year 2018 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), Caltrain Modernization, Better Market Street, and Geary BRT.
 - C. **Sustainable Long Term Federal Funding:** Actively participate in discussions towards developing a sustainable funding source for the federal transportation program, including discussions around related means of support, such as infrastructure banks.
2. **New USDOT Administration:** Retain a strong multi-modal focus for U.S. Department of Transportation discretionary grant programs. Work with the incoming U.S. Department of Transportation as the agency develops evaluation criteria for discretionary programs, including TIGER and FASTLANE grants. Partner with local, regional, state, and national stakeholders to advocate for evaluation criteria with an enhanced emphasis on outcomes consistent with San Francisco's transportation goals and targets, including state of good repair, mobility and access, and sustainability and environmental outcomes. Identify opportunities to advance Vision Zero policy initiatives at the federal level through regulatory and administrative processes and rulemakings.
 3. **Shared Mobility:** Monitor federal efforts around shared mobility including autonomous vehicle regulations and ongoing competitive grant opportunities for advanced transportation technologies such as the Advanced Transportation and Congestion Management Technologies Deployment Program, which has provided \$11 million to San Francisco to date, and possible legislation related to expanding the pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.