

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Government Affairs

BRIEF DESCRIPTION: Approving the SFMTA's 2023 Legislative Program

SUMMARY:

- The 2023 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.
- In order to take official positions on proposed legislation, SFMTA must seek a city-wide position through the City's State Legislation Committee, which is chaired by the Mayor's Office and consists of representatives from various City departments and the Board of Supervisors. After presenting a bill analysis and justification, the Committee votes to approve or deny the recommended position. If the position is approved, the City's Sacramento advocates will be activated to provide support.

ENCLOSURES:

1. SFMTAB Resolution
2. 2023 SFMTA Legislative Program

APPROVALS:

DATE

DIRECTOR



January 11, 2023

SECRETARY



January 11, 2023

ASSIGNED SFMTAB CALENDAR DATE: January 17, 2023

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PURPOSE

Approval of the SFMTA's 2023 Legislative Program

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The SFMTA 2023 Legislative Program is informed by and aligns with the goals in the SFMTA's Strategic Plan and supports San Francisco's Transit First Policy 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 Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C.

The 2023 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 the 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 2023 Legislative Program provides, among other things, support for measures that will enhance funding levels for the SFMTA's programs, opposition to governmental actions that might decrease funding for the SFMTA's programs, and authorization for SFMTA staff to carry out the objectives of the 2023 Legislative Program.

Consistent with the SFMTA's commitment to advance racial equity, this program will also serve to support the Agency's Racial Equity Action Plan and bring a racial equity lens aimed at advocating for anti-racist policies at all levels of government.

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

In order to take official positions on proposed legislation, SFMTA must seek a city-wide position through the City's State Legislation Committee, which is chaired by the Mayor's Office and consists of representatives from various City departments. After presenting a bill analysis and justification, the Committee votes to approve or deny the recommended position. If the position is approved, the City's Sacramento advocates will be activated to provide support.

STAKEHOLDER ENGAGEMENT

This program was presented to the Citizens’ Advisory Council (CAC) on December 1, 2022. It is also informed by outreach with the San Francisco County Transportation Agency, the Metropolitan Transportation Commission, and other transit agencies. There will continue to be opportunities throughout the legislative cycle for additional input into the legislative agenda on issues as they arise.

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 December 17, 2021 the SFMTA, under authority delegated by the Planning Department, determined that the annual SFMTA Legislative Program is not 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 SFMTA Citizens’ Advisory Council considered a motion to support the 2023 Legislative Program on December 1, 2022. The City Attorney’s Office has reviewed this item.

RECOMMENDATION

Staff recommends approval of the SFMTA’s 2023 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 2023 Legislative Program (the "2023 Legislative Program") for the consideration and approval of the San Francisco Municipal Transportation Agency Board of Directors; and,

WHEREAS, The 2023 Legislative Program provides, among other things, support for measures that will enhance funding levels for the SFMTA's programs, opposition to governmental actions that might decrease funding for the SFMTA's programs, and authorization for SFMTA staff to carry out the objectives of the 2023 Legislative Program; and,

WHEREAS, On December 17, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the annual SFMTA Legislative Program is not 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 2023 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 January 17, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2023 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 current Strategic Plan and supports the goals included in the Plan.

Consistent with the SFMTA's commitment to advance racial equity, this program will also serve to support the Agency's Racial Equity Action Plan and bring a racial equity lens aimed at advocating for anti-racist policies at all levels of government.

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 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 state of good repair projects.
- 4. Priority Projects Requiring Legislative Approvals:** SFMTA staff will 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. This work will also include engagement with the Mayor's Office, members of the Board of Supervisors, the SFCTA and the BOS Budget and Legislative Analyst for any approvals needed pursuant to Section 9.118 9(b) of the Charter.

Contracts requiring Board of Supervisors' approvals may include items such as transit vehicle and transit service-related maintenance or procurement, real estate agreements, and other revenue measures, among others. In addition to these contracts, grant authorizations may require BOS approvals.

- **Shared Spaces/Slow Streets** Continuance in 2023: Amendments to the Public Works and Transportation Codes may be necessary to make the current dining

parklet/structures permanent on long-term regulatory footing.

- **Potrero Yard Modernization Project:** Continue efforts to replace the 106-year-old bus facility and deliver an expanded, seismically resilient bus storage, maintenance and training facility with housing -- including affordable housing above the yard -- and to advance the project through key milestones
- **Procurement of new buses to maintain fleet:** To provide ongoing, sustainable and reliable transit service, we will continue efforts to procure new buses as we expand our fleet with vehicles that can move the MTA closer to our reduced emissions goals.
- **Procure New Communications Based Train Control (CBTC) System:** Continue efforts to procure, design, build and install a new train control system that will allow for fast, frequent, reliable, and safe train control both in the subway and on the street, and replacing the 1980's technology we currently have in place.
- **Taxi and Mobility Services:** Pursue legislation to improve our city's taxi fleet operations aimed at improving drivers' incomes and taxi availability for all users. Seek legislation to improve MTA's shared-scooter program, aiming to expand coverage while reducing incidents of sidewalk riding and scofflaw shared scooter parking.

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.

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 and the SFMTA will continue to work with city leaders to advance equity in all related policy initiatives. SFMTA's Local Government team is involved in 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. **Revenue Proposals for Future Ballot/s:** Discussions continue regarding prospects for transportation funding measures in 2023-2026. SFMTA's Local Government team is involved with these efforts 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 this effort.

- **General Obligation (GO) Bond:** Seeking a second attempt at passing a GO Bond will likely require new legislation to place another multi-million GO Bond on a future ballot in 2023, 2024, 2025, or 2026 (depending on political timing). The measure will require 2/3rds vote to pass.
- **Local Transportation Revenue Measure:** Seek a transportation tax measure to generate a steady source of new revenue to make up for increased operational costs and decreased parking fees and fare box collections. The actual vehicle and timing for

this special transportation tax measure is still to be determined.

7. **Emerging Mobility and Innovation:** SFMTA staff will monitor and engage in city efforts around emerging mobility services, models and technologies such as autonomous vehicles, 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.
8. **Taxicab / Medallion Program Reform:** SFMTA staff is working on the next round of Taxi Medallion reform to support the purchased medallion program. Taxi Medallion reform will require SFMTA Board approval and certain changes to the medallion program require consent from the SF Federal Credit Union. Staff anticipates bringing an item before the Board in 2023, when appropriate. The Board of Supervisors does not have legislative authority over the taxi industry; however, they are a key stakeholder and staff continues to engage interested Supervisors.

State Legislative Priorities

The proposed 2023 State Legislative Program is categorized into key policy priority areas including: transportation funding, Vision Zero, public transit, emerging mobility and innovation, parking, sustainability, land use and housing. The SFMTA will coordinate this work with other large city transportation departments through ongoing collaboration with the California City Transportation Initiative (CACTI)--now a newly formed non-profit representing the eight largest cities in California--as well as with the California Transit Association and other organizations, as appropriate.

1. **Transportation Funding:** Support efforts to secure funding for SFMTA's transportation projects and program priorities.
 - **State Operations Funding and the Fiscal Cliff:** SFMTA is uniquely reliant on downtown San Francisco office workers and tourism for the generation of three primary revenue sources: transit fares, parking fees and fines, and the City's tax base. The City continues to recover from the COVID-19 pandemic with office attendance at about 40% of pre-pandemic level, lagging most other metro areas. Low ridership and the associated loss of fare revenue, along with increases in operating costs that exceed the growth in revenues, has created unprecedented financial deficits for most of the transit operators in the region. SFMTA has restructured Muni service several times to meet new ridership patterns which has stretched COVID relief dollars to support transit operations. However, the agency will reach a fiscal operating cliff in FY 2025. In partnership with transit operators across the region along with a coalition of regional and state partners, we are seeking a new, multiyear State funding source to address the fiscal cliff and support efforts to bring back riders.
 - **State Budget and Transportation:** California's State tax revenue has come in billions short of what was forecast in the first three months of the fiscal year. Due to the downward trend in revenues, we will advocate to retain the State's General Fund commitments from the FY 2022 \$10.8 billion, multi-year transportation package for transit capital projects which will provide supplemental funding for the Transit and

Intercity Rail Capital Program (TIRCP). We will also continue to seize on new state budget opportunities to fund SFMTA priority projects and support efforts to identify state funding to support a Youth Transit Pass Pilot Program that would provide free transit passes for California students. This was proposed last year by AB 1919 (Holden) but was vetoed by the Governor due to a lack of funding. Again, any budget-related advocacy will be tied to efforts around the previously noted fiscal cliff campaign.

- **Support State Transportation Grant Applications:** Support efforts to advance grant applications for State competitive programs including the TIRCP and the Active Transportation Program; secure legislative delegation support for applications.
- **Transportation Development Act:** Work with the California Transit Association on Transportation Development Act (TDA) reform efforts pursuant to past legislative inquiries to conduct a comprehensive review of the TDA program; pursue an extension to existing TDA statutory relief through Fiscal Year 2024-2025. TDA is funded through a ¼ cent sales tax on all goods and is returned to each county to support transit investments (2% is directed to bike/pedestrian projects).
- **New Windfall Profit Tax:** Oil companies have realized unprecedented profits in 2022 despite the drop in crude oil prices. Governor Newsom has called for a new windfall profit tax on the State's oil companies and intends to direct those recouped windfall profits to rebates and refunds to California taxpayers. However, some lawmakers are calling on the Governor to direct the profits to the State legislature for spending. A special legislative session was scheduled in December 2022 to consider the proposal. We will monitor these efforts and determine if there is any opportunity for new transit funding.
- **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 (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Support efforts to extend the Cap-and-Trade Program and monitor legislation to modify the programs and support administrative or legislative efforts to expand project eligibility, streamline applications and simplify program administration.
- **Regionwide Transportation Funding Measure:** Support and engage in efforts to explore a regional transportation funding measure (potentially in 2026 or later) to support transit recovery, promote the use of regional mass transit, and the continued development of an integrated, reliable, public transportation system in the Bay Area. Any future regional measure will first need State authorizing legislation to be enacted, which as of this writing is anticipated to be pursued in the 2024, the second year of the upcoming State session.

2. Vision Zero

San Francisco adopted Vision Zero as a citywide policy in 2014, committing to eliminate all traffic deaths on our streets. We will support efforts that are consistent with San Francisco's Vision Zero Action Strategy Transformative Policy agenda.

- **Speed Limit Setting:** Continue to ensure local flexibility on speed limit setting to encourage slower speeds. Protect new flexibility that was granted in 2021 by AB 43 (Friedman) and continue to support efforts to protect our existing authority to set speed limits as demonstrated by AB 1938 (Friedman) which passed in 2022.
- **Speed Safety Cameras:** Assemblywoman Laura Friedman has signaled that she will reintroduce her speed safety camera bill AB 2336 (Friedman) in 2023. We will continue to actively support these efforts consistent with the Vision Zero Action Strategy.
- **Support Efforts that Encourage Traffic Safety:** Support efforts to improve the overall safety for all road users and especially seniors, those with disabilities, and people who live in marginalized communities that are most disproportionately impacted by traffic violence. Support bicycle and pedestrian safety related measures, measures that discourage dangerous driving, cycling or walking behavior, measures that support safer vehicles, and proposals that seek to increase investment in infrastructure improvements and education that advances the goal of Vision Zero. We anticipate the reintroduction of measures that did not move forward last session including a proposal to pilot the authorization of so-called “Idaho” stop, permitting bicyclists to treat stop signs as yield signs.

3. Public Transit

The SFMTA will continue to work with the California Transit Association, public transit and social equity advocates and transit operators on the following public transit issues.

- **Regional Transit Integration:** SFMTA will continue to engage in legislative efforts related to regional transit integration needed to advance the recommendations contained in MTC’s Blue Ribbon Transportation Recovery Task Force Transformation Action Plan.
- **Street Harassment:** Support legislation that advances SFMTA’s Safety Equity Initiative aimed at creating a safer environment for Muni riders and staff and eliminating gender-based harassment and violence on SFMTA’s Muni lines. The Initiative expands the ways in which people can report gender-based harassment incidents to help us understand the scope of the problem better, identify possible improvements and track progress.

4. 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 *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 the scope of local authority, traffic safety, accessibility, data privacy and disclosure, transit complementary service, congestion and environmental impacts and pricing, 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.

- **Shared Mobility Regulatory Authority:** Ensure local authority is preserved as it relates to the City's local pilot and permit programs for shared mobility services, including docked and dockless bikeshare and e-scooters.
- **Shared Mobility Data:** Maintain cities' ability to collect mobility device data to enforce local regulatory programs.
- **Transportation Network Companies (TNCs), and Autonomous Vehicles:** Evaluate any legislative proposals regarding TNCs and Autonomous Vehicles and engage as appropriate. Ensure cities are included in the decision-making process for testing and deployment of autonomous vehicles, including working with relevant State agencies such as DMV and CPUC and support efforts that would align the operation of AVs with the City's goals.
- **Taxis, Commuter Shuttles & Private Transit Vehicles:** Monitor legislation related to taxis, commuter shuttles and private transit vehicles within the context of SFMTA's regulatory authority over taxis and SFMTA's Commuter Shuttle and Private Transit Vehicle Permit Programs.

5. Parking Policy

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

- **Parking payment flexibility:** Support legislative efforts that provide the City with more flexibility within the California Vehicle Code to modernize paid parking systems to reduce costs to the City and provide more payment options to drivers.
- **Curb Management:** Support legislative efforts that provide the City with more flexibility within the California Vehicle Code to implement recommendations from our Curb Management Strategy and to modernize paid parking systems to make it easier to pay and park and utilize City resources more effectively.
- **Parking Fines and Fees:** Monitor legislation related to reducing parking and towing fines and fees to ensure impacts balance equity issues and the Agency's financial considerations.

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. SFMTA is also working to meet the California Air Resources Board (CARB) requirements, including delivering extensive facility upgrades, for bus fleet electrification. These efforts align with Governor Newsom's executive order (N-19-19) directing actions to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change.

- **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 fleet electrification.

- **Electrification Infrastructure:** Monitor legislation related to electric vehicle infrastructure as it impacts our parking and curb space. Identify and pursue funding opportunities that advance the Agency’s sustainability objectives including fleet and facility conversion.
- **Congestion Pricing Framework:** Consistent with the City’s Vision Zero Action Strategy, support advancing congestion management efforts using pricing and incentives, to ensure fewer vehicle miles traveled and low-income travelers receive a net benefit.
- **Climate Action Plan for Transportation Infrastructure (CAPTI):** CAPTI was adopted by CalSTA in 2021 and is designed to serve as a framework for aligning state transportation investments with the state’s climate, health, and social equity goals. Key strategies include promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings and investing in safe and accessible bicycle and pedestrian infrastructure. We will monitor and support legislation that promotes strategies from CAPTI.
- **Commuter Benefits:** Support efforts by the Metropolitan Transportation Commission to consider updates to the Bay Area Air Quality Management District’s State parking cash out program that would encourage transit commuting including providing a transit pass or transit benefit subsidy at an amount lower than the cash out value.

7. 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.

8. 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.

9. **Regulatory Rulemaking:** The SFMTA participates in the rulemaking process at the state level, which is governed by California’s Administrative Procedure Act (APA). The APA rulemaking process is designed to provide the public with a meaningful opportunity to participate in the adoption of regulations or rules that have the force of law by California state agencies. Regulations subject to the APA are generally adopted through the “Regular” or “Emergency” rulemaking processes. Depending on the agency, the rulemaking process usually encompasses the contents of the rulemaking record, timeframes, opportunities for public participation, review by the Office of Administrative Law (OAL) and effective dates for the regulations. The SFMTA closely monitors and participates in the rulemaking processes of the California Air Resources Board, the California Public Utilities Commission,

as well as the State Division of Occupational Safety and Health, better known as Cal/OSHA.

Federal Legislative Priorities

- 1. Federal Transportation Funding and Appropriations:** Following the historic enactment of the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA), engage in efforts with the Administration during discretionary grant development to advocate for program policies and funding eligibilities that enhance San Francisco's competitiveness. Support efforts to pursue competitive grant opportunities consistent with Agency priority projects.
- 2. Autonomous Vehicles:** Continue to track and engage in development of federal legislation around autonomous vehicles. Coordinate efforts and participate in strategy development with the National League of Cities, National Association of City Transportation Officials (NACTO), and other advocacy organizations to ensure City priorities are incorporated into any legislation.
- 3. Emerging Mobility and Innovation:** Monitor and engage in federal efforts around emerging mobility and innovation. Monitor ongoing competitive grant opportunities.
- 4. Sustainability:** Support federal transportation policy and legislation that seeks to reduce greenhouse gas emissions through advancing the transition to zero-emission buses, supporting mode shift to low carbon modes, removing barriers to bicycle and pedestrian safety projects, and expanding eligibility for tolling and pricing pilot programs.
- 5. Project Delivery:** Support efforts to accelerate and streamline the delivery of infrastructure projects funded by the IIJA and IRA.
- 6. Regulatory Rulemaking:** At the federal level, rulemaking is the policymaking process for executive and independent agencies of the Federal government to develop and issue new Rules (regulations), as well as amending or repealing an existing Rule. The SFMTA most often engages in Notices of Proposed Rulemaking (NPRM) issued by the U.S. Department of Transportation and/or by the Federal Transit Administration. The NPRM process comprises publication in the Federal Register of the Proposed Rule; an established timeframe for gathering public comment; review and analysis of comments received; issuance of a new or modified proposal, or in some cases, withdrawal of the proposal; and publication of the Final Rule.