

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Government Affairs

BRIEF DESCRIPTION: Adoption of 2014 SFMTA Legislative Program

SUMMARY:

- The attached 2014 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. 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.

ENCLOSURES:

1. SFMTAB Resolution in support of 2014 Advocacy Program
2. Proposed 2014 SFMTA Advocacy Program

APPROVALS:

DATE

DIRECTOR _____ 12/18/13

SECRETARY _____ 12/18/13

ASSIGNED SFMTAB CALENDAR DATE: January 7, 2014

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.

GOAL

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.

DESCRIPTION

See attached document.

ALTERNATIVES CONSIDERED

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

FUNDING IMPACT

A number of the proposed initiatives may provide additional funding for SFMTA's priority programs and projects

OTHER APPROVALS RECEIVED OR STILL REQUIRED

This draft program has been 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.

RECOMMENDATION

Staff recommends adoption of the 2014 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 an 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 2014 legislative program (the "2014 Legislative Program") for the consideration and approval of the Municipal Transportation Agency Board of Directors; and

WHEREAS, The 2014 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 2014 Legislative Program; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board hereby approves the 2014 Legislative Program for the SFMTA and authorizes the staff of the Agency 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 7, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2014 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 2014 legislative sessions.

Local Legislative and BOS Priorities

- 1. SFMTA Legislation and Policy:** The Government Affairs team will work proactively with the MTA's Executive team to plan strategically 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 District Supervisors in those efforts.
- 2. BOS Legislation and Policy:** 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. Budget:** The SFMTA will be preparing the FY 15-16 budget for SFMTA Board approval by May 1st pursuant to the Charter requirements. The budget will be presented to the BOS as part of the enterprise department scheduled established by the Budget and Finance Committee.
- 4. Revenue Measures:** In support of efforts to advance the recommendations of the Mayor's 2030 Transportation Task Force, the SFMTA will continue to collaborate with the Mayor and members of the Board of Supervisors on discussions regarding revenue measures for the 2014 election cycle and beyond including the consideration of a ballot measure to increase the Vehicle License Fee (VLF) for the San Francisco General Fund

from .65% to 2% (2014), a new half-cent sales tax (2016) and two separate general obligation bond measures (2014/2024).

- 5. Contracts:** While most SFMTA contracts can be approved by the Director of Transportation or SFMTA Board of Directors, in certain cases, Board of Supervisors approval is required. Under Charter Section 9.118, contracts that are expected to generate one million dollars or more in revenue, \$10 million or more in expenditures, or have a term of 10 years or more are subject to Board of Supervisors approval. In addition, certain modifications or amendments to these contracts also may require subsequent Board of Supervisors' approval. SFMTA staff will work closely with the BOS, and the BOS Budget Analyst to gain support for any necessary contract and contract amendment approvals. While labor agreements do not require BOS approval, the SFMTA will be participating in labor negotiations for all SFMTA labor contracts that will expire in 2014.
- 6. Grants:** Although the SFMTA has Charter authority to accept and expend grants, Charter Section 9.118(b) requires that contracts, including grant agreements, with a term over 10 years be approved by the BOS.
- 7. Priority Projects:** 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. Central Subway:** SFMTA staff will work with the San Francisco County Transportation Authority (SFCTA), the BOS and the BOS Budget Analyst as appropriate to continue to advance support for any local legislation necessary to advance any agreements or policy issues relating to the Central Subway Project.
 - B. Van Ness Bus Rapid Transit (BRT):** SFMTA staff will work with the SFCTA, the BOS and the BOS Budget Analyst as appropriate to gain support for any local legislation necessary to advance any agreements or policy issues relating to the advancement of the Van Ness BRT. The project is anticipating environmental clearance from the Federal Transit Administration (record of decision) in early 2014.
 - C. Transit Effectiveness Project (TEP):** The SFMTA will continue to advance efforts associated with the TEP and seek SFCTA and BOS approval on local legislation and funding. Planning Commission certification of the TEP environmental review document (EIR) is anticipated in spring 2014.

State Legislative Priorities

1. Transportation Funding

A. FY2014-15 State Budget: The SFMTA will continue to advocate to protect existing state transportation funds including Public Transportation Account/State Transit Assistance (STA) funds from being used for non-transportation purposes. SFMTA will work with other transportation partners to ensure that all state transportation funding

sources are protected in FY2014-15 State Budget. The SFMTA received approximately \$37M in STA funds last year; these funds are eligible for both capital and operating purposes and are the only remaining state funds that support transit operations.

B. Proposition 1B Infrastructure Bonds/STIP Funding: In 2014, the SFMTA will support the full, final appropriation authority of the remaining \$800M annual allocation for the Prop. 1B program designated for transit projects and work with regional and state transportation interests to coordinate with the Department of Transportation, Department of Finance and other entities as necessary to ensure that the annual allocations are being made to the Prop. 1B program. The Central Subway has received \$156M in Prop. 1B funds to date, with \$83M remaining from the final Prop. 1B program appropriation. The SFMTA will also work to advance the \$88M in State Transportation Improvement Program (STIP) funding designated for the Central Subway project, including exploration of advance funding options with funding partners including SFCTA, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC).

C. Future Transportation Funding: The SFMTA will monitor and engage in discussions underway with transportation coalition partners to consider options to increase overall statewide funding for transportation, including a possible statewide ballot measure that would be placed before voters in 2014. These efforts will be coordinated with potential local transportation funding initiatives also being considering for the November 2014 ballot. The SFMTA will also join transportation partners in supporting efforts to lower the voter threshold for local transportation revenue measures from 2/3rds to 55 percent. A number of bills were introduced during the first year of the current two-year session and prospects are that one or a combination of these will move forward in the coming year. The SFMTA will also support efforts to allow the purchase of rolling stock to be eligible for local general obligation bond funding.

2. Cap and Trade

A. Revenue Investment: The SFMTA will continue to participate in City and statewide coalition efforts to ensure that a proportion of the funds generated from cap and trade auctions go to transportation and transit. SFMTA has joined with the California Transit Association as part of a coalition on this issue that includes the California Alliance for Jobs, League of California Cities, California State Association of Counties, Self-Help Counties Coalition and the California Association of Councils of Government. In addition, the SFMTA will support efforts that seek to direct the entirety of the fuels-related revenues for transit and greenhouse gas-reducing transportation investments.

B. Secure Funding in State Budget: The FY 2013-14 budget included a \$500 million loan to the General Fund from revenues collected from Cap and Trade. The loan of these revenues in the 2013-14 budget reflected the Legislature's and Administration's need for more time to establish a long-term framework for investing the revenues. The SFMTA will support efforts to advance a framework for these funds in the State's 2014-15 Budget.

3. Parking Policy

A. Accessible Parking Policy: Support/Sponsor legislative efforts that advance the SFMTA's policy objectives related to parking management including accessible parking policy reform. Specifically, the SFMTA will work with stakeholders and advocates to advance the recommendations of San Francisco's Accessible Parking Policy Advisory Committee as summarized in the report issued in August 2013 and approved by the SFMTA Board of Directors on November 19, 2013. These recommendations, some of which will require state law change, were developed to address on-going issues associated with accessible parking and disabled placard use. The package of recommendations includes: a) increase in the number of blue zones; b) improve enforcement of placard misuse; c) increase California Department of Motor Vehicles oversight of disabled placard approvals; d) allow local governments to remove the meter payment exemption; e) direct revenue to accessibility improvements; and f) allow local governments to establish reasonable time limits. The SFMTA Board of Directors also directed staff to develop a discount program for low income drivers with a disabled placard, contingent on state law changes regarding meter payment exemption.

B. Parking Policies and Initiatives: 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.

4. Complete Streets

A. Bicycle-Pedestrian Safety and Street Design: Support and monitor legislation, policies and funding opportunities that will improve advancement of SFMTA's bicycle and pedestrian strategic plan objectives. Initiatives will include review of current law and recommendations regarding the bike program, bike facilities design, complete streets improvements and traffic calming.

B. Flexible Design Standards: Advance recommendations with the California State Transportation Agency and California Department of Transportation, which have been endorsed by the Federal Highway Administration (FHWA), to allow for flexibility in design standards for bike plans and projects as included in the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide and Bikeway Design Guide.

C. Pedestrian Safety and Traffic Enforcement: Continue to support efforts across city departments to analyze and develop a comprehensive pedestrian safety program including opportunities to utilize speed enforcement cameras in school zones or as a pilot program if authorized by state law. Also, support efforts to enhance street management and reduce gridlock through utilization of appropriate technology and traffic enforcement as authorized by state law.

5. California Environmental Quality Act (CEQA)

A. Office of Planning and Research CEQA Guidelines: In collaboration with City Planning along with various statewide and Bay Area organizations, participate in the

development of new guidelines by the Governor's Office of Planning & Research for analysis of transportation impacts under CEQA pursuant to SB 743 (Steinberg, 2013). Advocate for guidelines that make CEQA analysis simpler for transit-oriented development.

B. On-Going CEQA Reform: Support on-going legislative efforts to simplify and modernize the CEQA review process in relation to transit-oriented development, the Transit Effectiveness Project (TEP), and other projects and plans that are consistent with the goals and objectives of an adopted sustainable communities strategy. Support efforts to include the addition of public transit, bicycle, pedestrian, and transit-oriented development (TOD) projects as appropriate.

6. Taxi Legislation and Policy

A. Support and monitor as appropriate 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).

7. Support Shared Policy Priorities of City Departments

A. 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. Surface Transportation Authorization

A. Maintain basic structure of MAP 21, but provide financial stability supporting a multi-year surface transportation bill. Work with partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to build on the structure and performance-based framework established by MAP-21 and identify a new, permanent funding source of funding for the Highway Trust Fund. Seek inclusion of a new program focused on metropolitan mobility, increased funding for maintaining our existing roadways and transit systems —and most importantly — a new, dedicated funding source that supports an authorization bill of at least five years.

B. MAP-21 Rulemaking: Continue to provide review and comments on MAP-21 rulemakings including state of good repair, asset management and core capacity to reflect interests and priorities of the SFMTA.

2. Federal Appropriations

A. Maximize federal transportation appropriations for MAP-21 programs: Partner with local, regional and statewide transportation agencies as well as national associations

to ensure that Congress appropriates funding in fiscal year 2014-15 consistent with amounts authorized in MAP-21.

B. Advocate for Capital Investment Grant funding for Priority Projects: Seek annual 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 any required federal efforts in support of the Van Ness Bus Rapid Transit project. The Van Ness BRT project, which has received \$45 million in Small Starts funds to date out of a total \$75 million planned for the project. The project submission of a draft small starts grant agreement in fall 2014 with execution projected for early 2015.

3. Pre-Tax Transportation Fringe Benefits

A. Preserve 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. Furthermore, condition the pre-tax allowance for parking expenses on an employer’s offering of a cash-out option to all employees who are offered the parking subsidy.