

San Francisco Municipal Transportation Agency

2017 Legislative Priorities

State Legislative Priorities

1. Transportation Funding

- **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.
- **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.
- **Definition of Disadvantaged Communities:** Monitor legislation related to the definition of disadvantaged communities (DACs) 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 SF communities of concern as possible are included.
- **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.
- **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. 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.

- **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 staff 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.
- 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, 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 departments of transportation pursuant to on-going collaboration initiated through the Big City DOT working group.

- **Transportation Network Companies (TNCs) and Taxis-**evaluate legislative proposals consistent with 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 participating 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 on recommendations of the State Auditor report on DMV placard program anticipated in March 2017.

Local Legislative Priorities

1. **SFMTA Legislation and Policy:** The Government Affairs team will work proactively with the SFMTA's Executive team to strategically plan and implement all legislative and policy initiatives supporting the Agency's operations and overall goals and objectives of the Strategic Plan. Additionally, Government Affairs staff will work proactively with all key City stakeholders to maintain positive working relationships and implement those same legislative and policy initiatives also incorporating SFMTA's Public Participation Plan and engaging local elected officials in their role as District Supervisors and as SFCTA Commissioners in those efforts.
2. **Board of Supervisors (BOS) Legislation and Policy:** The SFMTA will continue efforts to coordinate local legislative priorities with all key City stakeholders. Government Affairs staff will work closely and collaboratively with the Mayor's office, the BOS, SFCTA and various City agencies to engage, manage, inform and advise on any BOS hearing requests, audits, or legislation relating to all Divisions of the SFMTA.
3. **San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, and transit reliability and mobility improvement projects.
4. **Budget:** The SFMTA is in the first year of the FY 2017 – FY 2018 two-year budget cycle. The SFMTA will likely require supplemental appropriations if the November 2016 ballot measures are approved by the voters.
5. **Transportation 2030:** SFMTA will continue to support Transportation 2030 efforts.
6. **Transportation Sustainability Program.** San Francisco is currently working on establishing the Transportation Sustainability Program which is made up of three components: 1) enhance transportation to support growth; 2) modernize the environmental review process; and 3) encourage sustainable travel. The first component determines new development's impacts on the City's transportation system and levies a Transportation Sustainability Fee (TSF) to offset those

impacts, and in 2015 the fee ordinance was adopted. Sustainable travel legislation to further transportation demand management will require Board of Supervisors approval in 2017.

7. **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 citations 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.

B. Muni Forward: The TEP EIR was certified by the Planning Commission on March 27, 2014 and entered the implementation phase. Muni Forward is the implementation name of the TEP and brings together in one place the long list of projects and planning efforts underway to achieve the vision articulated in the

TEP; namely, a safer walk and a more frequent and reliable transit service along some of our most heavily used lines.

C. Geary BRT: Geary Boulevard is the most heavily used transit corridor in the northern part of San Francisco. Over 50,000 daily transit riders rely on Geary bus service, which is often unreliable and crowded. Bus rapid transit (BRT) is a quick and relatively inexpensive way to speed up buses and make service more reliable and comfortable.

SFMTA staff is working on a package of initial construction improvements. This package will be finalized after the release of the Final EIS/EIR and completion of the environmental process targeted for this fall. 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.

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.

Federal Legislative Priorities

Federal Funding and Appropriations:

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.

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.

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 Plan Bay Area goals and targets, including state of good repair, mobility and access, and sustainability and environmental outcomes.

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.

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