

SFMTA 2015 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 2015 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.
- 4. Budget:** The SFMTA is in the second year of the FY 2014 – FY 2015 two-year budget cycle. The SFMTA will be preparing a supplemental appropriation by May 1st pursuant to the Charter requirements to reflect Proposition B funds and possibly other additional general funds into the FY 2016 Budget.

5. **Charter Change:** The SFMTA will continue to collaborate with the Mayor and members of the Board of Supervisors on a potential charter amendment as a precursor to a 2016 ballot measure to increase the Vehicle License Fee (VLF) and/or sales tax.
6. **Transportation Sustainability Fee.** San Francisco is currently working on establishing the Transportation Sustainability Program, which determines new development's impacts on the City's transportation system and levies a Transportation Sustainability Fee (TSF) to offset those impacts. The TSF would replace the existing Transit Impact Development Fee and would supplement other existing local transportation funding sources. The TSF is anticipated to fund a \$1 billion expenditure program over 30 years to alleviate new development's impacts on the transportation system. The amount and timing of these funds are dependent on the pace of development in San Francisco.
7. **Contracts and Grants:** There are several large contracts that will require Board of Supervisor approvals, pursuant to Section 9.118 9(b) of the Charter, including but not limited to towing, citations processing, security services, transit vehicle procurement, real estate leases/acquisition and Farebox replacement. In addition to the above listed contracts, grant authorizations for bicycle amenities, bus shuttles and exercising options for vehicle procurements will require Board of Supervisors approval in 2015.

SFMTA staff will work closely with the BOS, and the BOS Budget Analyst to gain support for any necessary contracts, contract amendments or grant approvals.

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, Department of Public Works, Department of the Environment, Public Utilities Commission, Unified School District, Planning Department, District Attorney's Office, 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 Analyst, and the SFCTA as appropriate, 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. In the coming year the project will bring forward sidewalk legislation and tree removal permits as the design is finalized.

B. Muni Forward: The TEP EIR was certified by the Planning Commission on March 27, 2014 and has now 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. Prop A includes funding for Muni Forward Transit Priority Projects that are expected to begin construction in 2015. Starting in spring 2015, SFMTA will seek BOS approval for issuance of general obligation bonds and appropriation of the bond proceeds to fund Muni Forward projects.

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.

Geary BRT is anticipating environmental clearance from the Transportation Authority Board, an action from the SFMTA Board, and clearance from the Federal Transit Administration (record of decision) by late summer 2015.

Additionally, SFMTA staff is working on a package of initial construction improvements. This package will be finalized after receiving comments on the Public Draft EIR/S and the selection of the Locally Preferred Alternative. We will look to legislate these near-term improvements at the time the board approves the EIR/S.

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

State Legislative Priorities

1. Transportation Funding

A. FY2015-16 State Budget: Advocate for a state budget that focuses transportation funds on the State's most important needs and giving top priority to maintenance, system operations and preservation of the existing transportation system. Seek opportunities to enhance the State's investment in public transportation and active transportation projects.

B. Future Transportation Funding: Support efforts to establish new sources of statewide funding for transportation including implementation of a possible new dedicated user fee, and to advocate that all transportation modes should be eligible for new funding sources. Monitor legislation that would provide authority for Bay Area voters to consider at a future election whether to raise tolls on state-owned bridges to fund transportation investments in bridge corridors.

2. Cap and Trade

A. Revenue Investment: Continue to monitor and comment on program guidelines for the three new transportation-related Cap and Trade programs established in 2014—the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRC) and the Low Carbon Transit Operations (LCTO) Program—as well as the methodology for measuring greenhouse gas emissions reductions to be developed by the California Air Resources Board. Advocate for SFMTA cap and trade program project applications including \$202 million request in TIRC funding for Muni’s current LRV procurement. Continue to coordinate with all City family interests on various cap and trade programs to ensure effective advocacy regarding cap and trade investments benefitting complementary affordable housing and transportation projects in San Francisco.

B. Secure Funding in State Budget: While the general distribution of cap and trade revenue was legally established in 2014, 40 percent of the revenues will still be subject to annual appropriation through the State Budget process. SFMTA will seek additional, ongoing, dedicated revenue for transit from these 40 percent of funds not continuously appropriated.

3. Vision Zero: Automated Safety Enforcement, Lower Speed limits

San Francisco has recently adopted “Vision Zero”, embracing a road safety policy that aims to achieve a transportation system in which there are zero fatalities or serious injuries for all modes of transportation. San Francisco has committed to a policy to eliminate all traffic deaths in San Francisco by 2024. In 2015, the SFMTA will join with the Mayor, other city departments, the Board of Supervisors and the SFCTA to sponsor and support state legislation to advance the goals of Vision Zero. This will include legislation to: 1) authorize automated safety enforcement; and 2) authorize cities to enact lower speed limits, as well as any follow on efforts needed due to the pending Attorney General opinion on ability to use automated enforcement for “block the box” violations.

4. Improving Safety and Performance: Muni Forward Transit-Only Lane Enforcement (TOLE) Reauthorization

In 2015, the SFMTA will sponsor legislation to: 1) permanently establish San Francisco’s transit-only lane enforcement program by eliminating the sunset date; 2) consider the addition of citations for parking in bus stops and driving in designated transit-only lanes so that such citations would be issued as “parking” tickets, not moving violations; and 3) add authorization for other transit agencies, if requested.

Pursuant to legislation sponsored by the City and County of San Francisco in 2007 (AB 101-Ma), the SFMTA was authorized to initiate a pilot program to enforce parking in designated transit-only lanes using automated technology installed on buses. This pilot program was reauthorized in 2011 (AB 1041-Ma) and extended through December 2015. A report detailing San Francisco’s TOLE experience is currently being prepared for submission to the legislature by March 2015 pursuant to AB 1041. The TOLE program continues to contribute to observed travel time improvements and reductions in delays

and is an important tool in advancing the Muni Forward program.

5. Free Muni for Youth Implementation: Decriminalize Youth Fare Evasion

In 2015, SFMTA will work with the California Transit Association to sponsor legislation authorizing transit systems statewide to incorporate administrative adjudication for fare evasion for minors. SB 1749 (Migden-2006) authorized the San Francisco Municipal Transportation Agency and the Los Angeles County Metropolitan Transportation Authority to adopt and enforce “decriminalized”, or administrative adjudication, of transit fare evasion and passenger misconduct.

AB 492 (Galgiani-2012) created statewide authorization for public transportation agencies to adopt an alternative adjudication process for minor transit violations occurring at their transit facilities, such as fare evasion. Existing statute regarding administrative adjudication authority for fare evasion and other misconduct, however, does not apply to minors. Any violation by a minor under Penal Code Section 640 is handled in the criminal court system. Since fare evasion citations have been decriminalized statewide, incorporating administrative adjudication for fare evasion for minors reduces pressure on the court system and syncs up with current efforts to provide free transit for youth in San Francisco and other transit systems around the state.

6. 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. Consistent with previously adopted Board direction, the SFMTA will continue to work with interested stakeholders statewide on accessible parking policy reform through education and outreach to limit disabled placard abuse and increase access to parking with people with disabilities.

7. Taxi Legislation and Policy

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).

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, CEQA reform policy and infrastructure investment.

Federal Legislative Priorities

1. Support Surface Transportation Authorization

The current federal surface transportation authorization, MAP-21, will expire on May 31, 2015. Congress must either act to extend the current program or enact a new federal program by this date in order for federal transportation programs to continue to be funded. The SFMTA will work with partner Bay Area transportation agencies, Caltrans and other statewide and national transportation organizations to build on the structure and performance-based framework established by MAP-21. Specifically, we will support efforts to identify a new, permanent source of funding for the Highway Trust Fund that will provide financial stability for a multi-year surface transportation bill. The SFMTA will also seek inclusion of broader eligibility for federal investment in projects and programs that support Vision Zero goals, increased funding for maintaining our existing roadways and transit systems, and a new, dedicated funding source that supports an authorization bill of at least five years.

2. FY16 Transportation Appropriations: Advocate for Capital Investment Grant funding for Priority Projects:

Federal New Starts/Small Starts-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 federal efforts for the Van Ness Bus Rapid Transit project towards achieving Small Starts Grant Agreement (SSGA) in spring 2015.

3. **USDOT TIGER Program:** The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, enables the DOT to invest in road, rail, transit and port projects that aim to achieve key national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the nation, a region or a metropolitan area. San Francisco has received funding in previous cycles for Doyle Drive and the SFMTA’s Mission Bay Loop Project. In 2015, San Francisco will advance the 16th St. Corridor Project as its TIGER 7 candidate.

4. Pre-Tax Transportation Fringe Benefits

Restore and establish permanent 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. In 2013, the federal pre-tax fringe benefit for transit was raised to \$240 per month, the same level as the fringe benefit for parking expenses. The parity basis expired in 2014 and transit is now subject to pre-tax level of just \$130 per month. SFMTA will advocate for restoration of the pre-tax transit benefit and for a permanent solution that puts transit pre-tax benefits on par with parking benefits in the next surface transportation reauthorization bill.