

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Administration

BRIEF DESCRIPTION: Adoption of 2012 SFMTA Advocacy Program

SUMMARY:

- The attached 2012 SFMTA Advocacy Program is intended to guide SFMTA’s advocacy efforts at the local, regional, 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 Advocacy 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.

ENCLOSURES:

1. SFMTAB Resolution in support of 2012 Advocacy Program
2. Proposed 2012 SFMTA Advocacy Program

APPROVALS:

DATE

DIRECTOR _____ 12/16/11

SECRETARY _____ 12/16/11

ASSIGNED SFMTAB CALENDAR DATE: January 3, 2012

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PURPOSE

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares an advocacy program to guide advocacy 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 interests. This year's program also includes a renewed focus on regional agency and stakeholder engagement. Attached is a summary of the priority issues for the SFMTA

GOAL

The Advocacy Program supports a number of the Agency's strategic goals, including:

GOAL 1: Customer Focus: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the *Transit First* Policy.

GOAL 2: System Performance: To get customers where they want to go, when they want to be there.

GOAL 3: External Affairs/Community Relations: To improve the customer experience, community value and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry.

GOAL 4: Financial Capacity: To ensure financial stability and effective resource utilization.

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

None. A draft has been reviewed by the Mayor's Office and City Attorney.

RECOMMENDATION

Staff recommends adoption of the 2012 SFMTA Advocacy Program.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) each year adopts an annual advocacy 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 advocacy 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 2012 advocacy program (the "2012 Advocacy Program") for the consideration and approval of the Municipal Transportation Agency Board of Directors; and

WHEREAS, The 2012 Advocacy 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 2012 Advocacy Program; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board hereby approves the 2012 Advocacy Program 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 _____.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA 2012 Advocacy 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 issues but rather to provide general direction on issues relevant to the SFMTA and transportation interests in the coming year. The program includes elements of the Agency's legislative and external affairs outreach programs. In an effort to support a fully integrated, multi-modal transportation system that is economically, environmentally and socially sustainable, a key component of the SFMTA's 2012 Advocacy Program will be our strong commitment to sustainable transportation and land use and increased coordination with regional agencies and stakeholders.

This document includes a summary of the priority issues for the SFMTA as well as measures the Agency will seek to sponsor in the 2012 legislative sessions.

Local Legislative Priorities

1. **Mayor/Board of Supervisors (BOS):** SFMTA will continue efforts to coordinate local legislative efforts with newly elected Mayor Edwin Lee and the Board of Supervisors. Mayor Lee will also be appointing a new District 5 Supervisor to replace Supervisor Ross Mirkarimi who was elected to be the new SF County Sheriff. SFMTA Government Affairs and appropriate Executive staff will reach out to the new District 5 Supervisor to provide him/her with a thorough overview of the SFMTA. Additionally, the odd numbered BOS districts will be up for re-election in November of 2012.
2. **BOS Legislation and Policy:** Staff will work with the Mayor's office, the BOS and various City agencies to inform and advise on any BOS hearing requests, audits, or legislation relating to all Divisions of the SFMTA including finance/budget, transit operations, accessible services, taxis, capital projects, system safety and security, enforcement and sustainable streets initiatives.
3. **Budget:** The SFMTA will be entering into the FY 2013 – FY -2014 two-year budget cycle beginning in July of 2012. SFMTA will prepare the next two-year budget which will be presented to the Mayor and BOS prior to May 1, 2012. Staff will continue to provide budget related updates and briefings to the BOS as appropriate.
4. **Revenue Measures:** The SFMTA will engage with the Mayor of San Francisco and members of the Board of Supervisors as discussions develop on revenue measures for the 2012 election cycle.
5. **Contracts:** Pursuant to Section 9.118 of the City Charter, the BOS must approve any SFMTA contract having anticipated revenue of one million dollars or more, or the modification, amendment or termination of any contract with anticipated revenue of one million dollars or more.

With the exception of construction contracts, any other contracts or agreements having a term in excess of ten years, or requiring anticipated expenditures by the City and County of \$10 million dollars, or the modification or amendments to such contract or agreement with an impact of more than \$500,000 must be approved by the BOS.

There will be various contracts expected to require BOS approval in 2012. SFMTA staff will work with the BOS, and the BOS Budget Analyst to gain support of any necessary contracts and contract extensions.

6. **Grants:** Although the SFMTA has Charter authority to accept and expend grants, Charter Section 9.118(b) requires that contracts with a term over 10 years be approved by the BOS. One example of this type of grant is awarded by the Bay Area Air Quality Management District (BAAQMD). The SFMTA applies for funding for bicycle implementation projects (facilities and equipment) on a regular basis from BAAQMD. SFMTA staff will submit any such BAAQMD grant agreements for BOS approval as needed in 2011.
7. **Central Subway:** SFMTA staff will work with the San Francisco County Transportation Authority (SFCTA), the BOS and the BOS Budget Analyst as appropriate to gain support for any local legislation necessary to advance any contracts or policy issues relating to the advancement of the Central Subway Project.
8. **Van Ness Bus Rapid Transit:** 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 contracts or policy issues relating to the advancement of the Van Ness BRT.
9. **SFpark:** SFMTA staff will provide updates and briefings to the BOS as appropriate to gain support of any local legislation needed to support SFpark efforts. SFpark offers an approach for improving management of San Francisco's parking supply and demand and is anticipated to provide real-time parking data in 2012.
10. **Transportation Code Amendments:** Changes to Division I of the San Francisco Transportation Code require approval by the BOS. SFMTA staff will work with the BOS to gain support of any local legislation needed to make any necessary additional changes to the Transportation Code.

Regional Agency and External Affairs Priorities

1. **High Speed Rail:** Ensure SFMTA plays a key role all City decisions and policy positions related to the implementation of a regional rail plan in advancing high speed rail in California. This includes ensuring access to available funds, strategic partnerships for infrastructure development and coordination across City departments and agencies.
2. **Caltrain:** Advocate for funding for Caltrain electrification and the Downtown Extension (DTX) and seek project prioritization for the Northern California blended system segment to

the Transbay Transit Center with a clear connection to the Central Subway Project and a commitment for dedicated funding so that SFMTA can direct funding to other priorities.

3. **Grants Advocacy:** Partner with other SFMTA divisions and other San Francisco departments to seek all possible federal, state and regional grant and funding opportunities.
4. **Interdepartmental Coordination:** Develop a robust proactive interdepartmental partnership strategy for the SFMTA with other key city departments including Office of Economic and Workforce Development (OEWD), Housing, Port, Redevelopment, Planning, Environment, School District and the San Francisco County Transportation Authority on key projects and initiatives that require SFMTA leadership or participation.
5. **Regional Sustainably Communities Strategy (SCS):** Work to ensure funding and priorities in the SCS will focus on transit-related funding and transit-oriented development.
6. **Bicycle Advocacy:** Work with SFMTA staff and external organizations to expand bicycle program priorities and the commitment of funds to implementation of San Francisco's bicycle network.

State Legislative Priorities

1. **Transportation Funding and FY2012-13 State Budget:** Advocate to protect existing state transportation funds from being used for non-transportation purposes. California voters have put in place significant protections, most recently through the adoption of Proposition 22 (November 2010), a constitutional amendment that prohibits diversion of the gas tax to non-transportation purposes and restricts the diesel sales tax to public transit. However, a portion of the diesel sales tax that was added as part of the gas tax swap is not protected by Proposition 22 and is therefore vulnerable to diversion, given the significant shortfalls that exist even in the current year budget. SFMTA will work with other transportation interests to ensure that all state transportation funding sources are protected in the remainder of FY 2011-12 and in the FY 2012-13 State Budget.
2. **State Bond Funding: Proposition 1A (High Speed Rail Bond) and Proposition 1B Infrastructure Bonds: Prop 1A:** Advocate to help ensure that SFMTA and designated rail operators receive their appropriate share of high-speed rail connectivity funds from Proposition 1A (November 2008), as approved by the voters and contained in the California Transportation Commission's adopted program of projects for this fund source. The SFMTA is scheduled to receive \$61 million in Prop. 1A funds and all are committed to the funding plan for the Central Subway project. **Prop 1B:** Support necessary annual appropriations from the Proposition 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) designated for transit projects. 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. **Future Bonds:** Support efforts to lower the voter threshold for local transportation revenue measures from 2/3rds to 55 percent.

3. **California Environmental Quality Act (CEQA) Reform:** Support legislative efforts to simplify the CEQA review process in relation to transit-oriented development, infill development, the 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 following legislation recently signed into law that expedites certain infrastructure projects under CEQA.
4. **Parking Policy Changes and the California Vehicle Code:** Support legislative efforts that advance the SFMTA's policy objectives related to parking management including disabled parking reform. Coordinate parking advocacy efforts with public parking interests including the California Public Parking Association and local government interests throughout the state.
5. **Taxi Legislation and Policy:** Support, sponsor, and monitor as appropriate state legislation related to taxi industry issues governed by the California Vehicle Code, California Government Code and California Public Utilities Code. Coordinate with statewide taxi interests on legislative efforts relating to taxi regulations and policy.
6. **Fare Evasion Citation Enhancement:** Support efforts to strengthen enforcement of proof of payment as appropriate to encourage citation payment and compliance. State law sponsored by the SFMTA and enacted in 2006 (SB 1749-Migden), authorized the City and County of San Francisco and Los Angeles to establish administrative penalties for various transit related violations including fare evasion and eating, drinking or smoking on a transit vehicle. This change allowed the SFMTA to adjudicate citations administratively rather than criminally through the Superior Court system. The SFMTA implemented this change in February of 2008 significantly improving the processing of these citations while reducing the workload of the Superior Court. Citations issued under this program are processed consistent with parking citations and efforts will be explored to enhance compliance and fine collection under this program.
7. **Regional Governance and AB 57 (Beall):** In support of the City and County of San Francisco and SFMTA's funding and policy interests at the regional level, continue to engage in efforts associated with proposed changes in AB 57 to representation at the nine-county Metropolitan Transportation Commission (MTC). The Commission is currently comprised of 16 voting members, including two from San Francisco (one appointed by the Mayor, one appointed by the Board of Supervisors). The City of San Jose and the City of Oakland have made a request to add one seat for each of those cities that would have the result of Santa Clara County and Alameda County having a total of three MTC seats.

Federal Legislative Priorities

1. **Central Subway Full Funding Grant Agreement (FFGA) Approval:** SFMTA will continue to work with the Federal Transit Administration (FTA) and our Congressional delegation to secure a Full Funding Grant Agreement for the Central Subway project,

securing the full federal commitment for this project. The FFGA is currently estimated at \$942 million with action projected for early 2012.

2. **Van Ness BRT:** In conjunction with the SFCTA, the SFMTA will continue to work with the Federal Transit Administration (FTA) and our Congressional delegation to secure full funding from the federal small starts program for the Van Ness BRT project. Environmental review of project alternatives is now underway with SFCTA and SFMTA Board adoption of the recommended locally preferred alternative (LPA) projected in Spring 2012. The project has continually received high ratings from the FTA under the Small Starts program and most recently received \$30M in Small Starts funding under the FY2012 Transportation Appropriations bill enacted in November 2011.
3. **Transportation Reauthorization:** The current surface transportation law expired on September 30, 2009 and Congress has passed several short-term extensions including the most recent extension through March 18, 2012. SFMTA will continue to monitor and engage as reauthorization efforts advance. The SFMTA will continue to advocate for a streamlined federal program that emphasizes state of good repair investment needs, promotes metropolitan mobility, and advances principles of sustainability and livability. San Francisco will also support much higher levels of funding for all programs.
4. **FY2013 Transportation Appropriations and Discretionary Grant Programs:** To the extent that federal project funding is provided, the SFMTA will advance priority projects for FY2013 appropriations funding including the Central Subway light rail project and Van Ness BRT. SFMTA will also track opportunities for discretionary project funding for all modes and State of Good Repair grant programs.
5. **Transportation Finance and Project Delivery Process Improvements:** Support opportunities that would provide flexibility in utilizing alternative financing mechanisms, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Transit Improvement Bonds (TIBs) for transit. Support efforts aimed at breaking down barriers to project delivery including shortening the TIP amendment process, implementing authority for innovative procurements, and expediting the environmental review process.