

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 231121-099

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 2024 Legislative Program (the "2024 Legislative Program"), as Attachment A, for the consideration and approval of the San Francisco Municipal Transportation Agency Board of Directors; and,

WHEREAS, The 2024 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 2024 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 SFMTA Board of Directors approves the SFMTA's 2024 Legislative Program, Attachment A, 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 November 21, 2023.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A

SFMTA 2024 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 Policy and Legislative Priorities

- 1. SFMTA Policy and Legislation:** The Local Government Affairs team will work proactively with the SFMTA's executive team to strategically plan and implement all policy and legislative initiatives supporting the Agency's operations and overall goals of the Strategic Plan. Additionally, Local 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, letters of inquiry 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 Local 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 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.

- **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.
- **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 SFMTA closer to our reduced emissions goals.
- **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.
- **Taxi and Mobility Services:** Pursue legislation to improve our city's taxi fleet operations.
- **Speed Safety Camera Contracting:** Project-specific special legislation for speed camera contracting will need BOS approval in early 2024. This special legislation will enable SFMTA to combine professional services and construction contracts together for a design/build/operate/maintain contract for a speed safety camera vendor.
- **Shared Spaces/Slow Streets:** Continue to be proactive on any code amendments needed for successful implementation and responsive to BOS initiated code changes specific to Shared Spaces and Slow Streets.

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 2024-2026. SFMTA's Local Government team is

involved with these efforts and will work closely and collaboratively with policy makers to engage, manage, inform and advise on any BOS or SFCTA hearing requests or legislation relating to this effort.

- **General Obligation (GO) Bond:** The City's Capital Plan for Fiscal Years 2024-2033 plans for a \$300 million Transportation GO Bond. Placing this bond on the ballot requires developing legislation, and the measure will require 2/3rds support to pass.
 - **Regional Transportation Revenue Measure:** Advance any local legislation needed to support efforts related to future regional transportation funding measure to generate a steady source of new revenue to support transit operations and other investments. The Metropolitan Transportation Commission (MTC) and interests in the region are evaluating a transportation funding measure for 2026 but the actual vehicle and timing for this transportation funding 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 2024, when appropriate. The Board of Supervisors does not have legislative authority over the taxi industry; however, they are a key stakeholder and staff continue to engage interested Supervisors.
 - 9. Curbside EV Charging:** SFMTA is currently leading San Francisco's Curbside Electric Vehicle Charging Feasibility Study and Pilot Design which aims to determine the feasibility of implementing a public curbside electric vehicle (EV) charging pilot program, identify challenges and opportunities for implementation, and to build strong relationships with the EV industry, other City agencies, and additional stakeholders. The final deliverable for the Curbside EV Charging Feasibility Study and Pilot Design will be a pilot program framework that identifies key components, cost estimates and parameters necessary for implementation by Summer 2024.
 - 10. Implementation of AB645 (Speed Safety Cameras):** With the passage of AB645 (Friedman), SFMTA is initiating tasks for successfully implementing the use of speed safety cameras, a key transformative policy priority in the City's Vision Zero Action Strategy. Board of Supervisors approval will be needed for project-specific special legislation for speed camera contracting in early 2024. This will enable SFMTA to combine professional services and construction contracts together for a design/build/operate/maintain contract for a speed safety camera vendor.

State Legislative Priorities

The 2024 legislative year is the second in the 2023-24 legislative session. The Legislature can introduce new bills as early as January 3, 2024, which is when the Legislature reconvenes after the Interim Recess. The proposed 2024 State Legislative Program is categorized into key policy 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) -- a non-profit representing the eight largest cities in California -- as well as with the California Transit Association and other organizations, as appropriate.

SFMTA's top priorities for the 2024 session are:

- Transportation Funding
- Vision Zero
- Parking Payment Flexibility
- Autonomous Vehicles

1. Transportation Funding

Support efforts to secure funding for SFMTA's transportation projects and program priorities, including transit operations.

- **Near Term and Long-Term Operations Funding:** Support and engage in efforts to pass legislation that would authorize a regional transportation funding measure be placed on the ballot as soon as 2026 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. In addition, support and engage in efforts to identify other sources of operating funding that may serve as an interim to a regional measure.
- **State Transit Operations Funding and the Fiscal Cliff:** Monitor and engage in efforts to ensure that the commitments made under the Budget Act of 2023-24 are upheld. The Budget Act restored \$2 billion in General Fund support to the Transit and Intercity Rail Capital Program (TIRCP), returning General Fund investment in the program to \$4 billion total for Fiscal Year (FY) 2023-24 and FY 2024-25 and committed \$1.1 billion over four years in new and previously appropriated transit funding for the newly created Zero Emission Transit Capital Program (ZETCP). The Bay Area plans to direct 100% of the ZETCP to meet the operational needs of agencies in MTC's jurisdiction.
- **Statewide Transformation Task Force:** Support efforts to convene this new entity established under SB 125 and secure a seat for SFMTA. The task force will develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. The California State Transportation Agency (CalSTA), in consultation with the task force, is required to prepare and submit a report of findings and policy recommendations to the Legislature by October 31, 2025.

- **Active Transportation:** Seek opportunities for new funding sources for active transportation projects and maintenance or expansion of the existing Active Transportation Program funding.
- **Support State Transportation Grant Applications:** Support efforts to advance grant applications for State competitive programs including the Transit and Intercity Rail Capital Program (TIRCP) and the Active Transportation Program; secure legislative delegation support for applications.
- **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).

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, which includes two policy objectives that have now been achieved—lower speed limits and speed safety camera authorization--and defend against bills that may infringe on this agenda.

- **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, pedestrian and scooter safety related measures, Complete Street development, measures that discourage dangerous driving, cycling, scooter 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.
- **Speed Limit Setting:** Continue to ensure local flexibility on speed limit setting to encourage slower speeds. Protect the new flexibility in speed limit setting that was granted in 2021 by AB 43 (Friedman) as well as our existing authority to set speed limits as demonstrated by AB 1938 (Friedman) which passed in 2022.

3. 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 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.

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 will monitor and engage, as appropriate, in State legislative measures in the areas listed. 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.

- **Autonomous Vehicles:** Participate in development of legislative proposals regarding autonomous vehicles. Ensure that 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 sharing information about street operations; support and/or lead efforts that would align the operation of AVs with City goals.
- **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):** Evaluate any legislative proposals regarding TNCs and engage as appropriate.
- **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. 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 support legislative or administrative efforts that may be identified (in addition to securing funding as described in Section 1 above) related to regional transit integration needed to advance the recommendations contained in MTC's Blue Ribbon Transportation Recovery Task Force Transformation Action Plan

and support the work plan of the newly created Regional Network Management Council.

6. Sustainability

The 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.

- **Greenhouse Gas Emissions Reductions:** Monitor and engage in legislation that supports greenhouse gas emissions reductions in the transportation sector including mode shift, electrification and the strategies and actions identified in the SFMTA's Climate Roadmap for a Healthier San Francisco.
- **Bus and Infrastructure Electrification:** Engage in legislation and policies that support Muni's commitment to bus fleet electrification and modernizing bus yards to accommodate the new vehicles. Identify and pursue funding opportunities that advance the Agency's sustainability objectives including fleet and facility conversion. Monitor legislation related to electric vehicle infrastructure for impacts on parking and curb space.

7. Land Use & Housing

The Agency will support State efforts to leverage SFMTA's real estate assets and encourage joint development and 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, the Department on the Status of Women, 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) in 2021 and the Inflation Reduction Act (IRA) in 2022, engage in efforts with the Administration to advocate to ensure that current funding levels are sustained. Support efforts to pursue competitive grant opportunities consistent with Agency priority projects. This includes the RAISE grant program and Safe Streets for All grant program.

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 and to advocate for reforms to the NEPA and administrative permitting processes that advantage public transit, rail, ferry, bicycle, pedestrian, and TOD projects.

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.