



**San Francisco
County Transportation
Authority**

BD021125

RESOLUTION NO. 25-30

RESOLUTION APPROVING THE 2025 STATE AND FEDERAL ADVOCACY PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2025 State and Federal Advocacy Program reflects key principles gathered from common positions with other County Transportation Agencies and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City and County of San Francisco (City), and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 22, 2025, meeting, the Community Advisory Committee was briefed on the proposed 2025 State and Federal Advocacy Program and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2025 State and Federal Advocacy Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2025 State and Federal Advocacy Program



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of February 2025, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Nays: none (0)

Absent: none (0)

DocuSigned by:
 3/7/2025
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Myrna Melgar Date
 Chair

ATTEST:  3/7/2025
FFD2528A888E49D...

Tilly Chang Date
 Executive Director

Attachment 1

San Francisco County Transportation Authority
 Draft 2025 State and Federal Advocacy Program

STATE		
Area	Goal	Strategy
1. Funding	a. Secure new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Work with Senator Wiener in partnership with the Metropolitan Transportation Commission (MTC), local agencies, and other interested parties to advance San Francisco’s priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot, including oversight and accountability provisions with safeguards to protect core transit services. • Support San Francisco-serving transit operators seeking authorization to pursue transportation revenue measures in their service areas as complements or back-up plans for a regional measure • Strengthen SFCTA’s ability/flexibility to seek voter-approved ballot measures. • With regional and state partners, seek additional ‘bridge’ funding to address transit operators’ anticipated operating shortfalls due to effects from the COVID-19 pandemic and slower-than-expected ridership and revenue recovery, until new revenues are available • Monitor and potentially support efforts to establish other new transportation revenue mechanisms or to otherwise raise additional funds dedicated to transportation. (See also 1.c. below)

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	<p>b. Secure and extend cap-and-trade revenues for transportation</p>	<ul style="list-style-type: none"> • Extend the state cap-and-trade program past 2030 to, among other things, increase the availability of funding for the Transit and Intercity Rail Capital Program (TIRCP) and other current spending programs. Extending the cap-and-trade program past 2030 is critical for TJPA to secure a multi-year state funding commitment to The Portal and an extension could also include bonding authority. SFMTA also needs future TIRCP funding to advance priority projects. An extension of cap-and-trade could also serve as a potential source of new ongoing funding for transit operations. • Maintain or increase cap and trade funding for current transportation programs (e.g., transit operations, electric vehicle (EV) buses and infrastructure, transit expansion) and seek discretionary grants for San Francisco priorities (The Portal, SFMTA train control and facilities, Embarcadero Seawall).
	<p>c. Protect transportation funding</p>	<ul style="list-style-type: none"> • Maintain transit funding at levels promised in the \$5.1 billion state transit package that was included in the Fiscal Year (FY) 2023/24 state budget. MTC’s funding commitment of its formula distribution includes \$445 million of its share of these funds to help with transit operating shortfalls. Restore Active Transportation Program funding that was cut in the FY 2023/24 budget. • Advocate against the elimination or redirection of other funds or authority to seek voter support for funds dedicated to transportation (e.g., High-Speed Rail funds, protect ability to pursue Citizens Initiatives revenue).

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	<p>d. Modify evaluation criteria and distribution formulas for state transportation funds and regulations</p>	<ul style="list-style-type: none"> • Advocate to modify the state definition of disadvantaged communities (e.g., CalEnviroScreen) to better align with MTC’s Equity Priority Communities. • Oppose unfunded mandates and seek cost recovery for state requirements (e.g., autonomous vehicle (AV) permitting, transit zero emission requirements). • Advocate to use factors in formula distribution calculations that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage rather than centerline roadway miles.
	<p>e. Streamline and improve state grant program administration (e.g., cap-and-trade, Active Transportation Program, Transportation Fund for Clean Air)</p>	<ul style="list-style-type: none"> • Advocate for efficient, clear, relevant, streamlined, and flexible grant administration processes (e.g., consolidating state grant program calls for projects). • Advocate for a stronger role for regional and local governments in prioritizing projects for funding (e.g., support policies and programs that link land use/housing to transportation, incentivizing and rewarding jurisdictions that pursue Transit Oriented Developments).
<p>2. High-Speed Rail (HSR)</p>	<p>a. Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Work with partner agencies to advance the HSR project, oppose redirection of existing funds, and advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities. • Advocate for the California High-Speed Rail Authority to commit funding for The Portal and other efforts that advance the northern California segment (e.g., geotechnical studies).

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<p>3. Policy Initiatives</p>	<p>a. Ensure the implementation of emerging mobility innovations (e.g., Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with new mobility principles</p>	<ul style="list-style-type: none">• Support the development of legislative and regulatory proposals that ensure the transparency of data, an ability to enforce compliance with driver statutes, and incremental permitting procedures to ensure the safety, operational efficiency, and effective deployment of AV services. Seek inclusion of local jurisdictions in the decision-making process for testing and deployment.• Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility.• Advance recommendations from the CalSTA Transforming Transportation Advisory Committee.• Advocate for updated state regulations and state traffic codes, as appropriate, and compliance with these, to ensure the safety, operational efficiency, climate benefits, and effective deployment of emerging mobility.• Continue to support efforts to develop and implement requirements for Transportation Network Companies' (TNCs') greenhouse gas emissions and accessibility (e.g., California Air Resources Board's (CARB's) Clean Mile Standard). Improve the transparency and integrity of California Public Utility Commission's (CPUC's) TNC data.• Seek cost recovery fees for addressing new mobility (e.g., AVs) regulatory and policy activities in state rulemakings and hearings.
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	<p>b. Advance San Francisco's Vision Zero goals and improve safety</p>	<ul style="list-style-type: none"> • Support development of next-generation Vision Zero policy and work with local partners to identify and secure funding for San Francisco’s Vision Zero projects. • Support efforts to improve safety for all road users, including supporting bills that advance best practices in safe roadway and vehicle design. Protect against bills that would have negative safety impacts. • Advocate for incremental, performance-based safety framework to be developed for AV permitting and certification, including VMT reporting requirements to facilitate rate-based analyses.
	<p>c. Support the delivery of infrastructure on Treasure Island/Yerba Buena Island and the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island</p>	<ul style="list-style-type: none"> • Advocate for funding for the YBI Multi-use Path (e.g., Solutions for Congested Corridors Program, federal grant programs) • Seek funding and advance toll policy development for implementation of the Treasure Island Transportation Improvement Program.
	<p>d. Improve reliability and efficiency of San Francisco’s roadway network, transit network, and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> • Consider supporting new legislation that promotes innovative TDM strategies such mandating an employer-provided transit pass program as part of an updated regional Commuter Benefits Program ordinance, which also could support transit operations to help with forecasted financial shortfalls. • Continue to monitor and, as appropriate, provide input into the State Roadway Pricing Working Group, other working groups regarding roadway pricing strategies, and the state Road Charge Collection Pilot (Senate Bill 339 (Wiener)). • Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.

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	<p>e. Advance the adoption and integration of e-mobility in a manner consistent with other city priorities</p>	<ul style="list-style-type: none">• Advocate for electric vehicle (EV) legislation that is equitable, consistent with San Francisco’s other mobility policies (e.g., transit-first) and that supports San Francisco’s deployment of EV infrastructure (e.g., curbside charging, installing EV chargers in multi-family dwellings).• Support funding opportunities for EV infrastructure planning, promotion, and deployment. This includes expanding eligibility of existing or new state funds to help transit operators meet the state’s Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.• Support incentives for e-bike adoption, focusing funding on low income residents and communities.
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	<p>f. Advance legislative and administrative actions in support of other policy goals (e.g., equity, climate)</p>	<ul style="list-style-type: none"> • Support efforts to advance a more affordable, connected public transit system in the Bay Area with integrated and/or discounted transit fares to benefit both low-income transit riders and attract new riders to the system, informed by the Bay Area’s Transit Transformation Action Plan, provided a sustainable fund source is identified. Monitor and, as relevant, comment on proceedings of CalSTA’s Transit Transformation Task Force. • Work with state and local partners to advance and update at the regulatory level the implementation of the California State Transportation Agency’s (CalSTA’s) Climate Action Plan for Transportation Infrastructure (CAPTI), which seeks to align state investments with policies to reduce greenhouse gas emissions, reduce vehicle miles traveled, and provide clean transportation options. • Support funding programs and policies that facilitate implementation of San Francisco’s Hazards and Climate Resilience Plan, Sea Level Vulnerability and Consequences Assessment, and Climate Action Plan. This includes engaging in any legislative effort to guide state expenditure on climate resiliency and adaptation projects. • Consider supporting the development of environmental review streamlining for projects that support San Francisco’s greenhouse gas emission reduction goals (e.g., transit, walking and biking, transit-oriented development on publicly owned property near transit). • With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and reinforce CTAs’ role in state, regional, and local transportation planning, congestion management, and funding. • Support the MTC’s effort to modernize statutes and requirements for the development of the region’s Sustainable Communities Strategy (i.e., Plan Bay Area).
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FEDERAL		
Area	Goal	Strategy
1. Transportation Funding	a. Sustain or increase federal transportation funding, including through the Fiscal Year 2026 appropriations process and future surface transportation reauthorization legislation	<ul style="list-style-type: none"> • Advocate for federal transportation spending at levels authorized in the Bipartisan Infrastructure Law, including funding for the Federal Transit Administration’s Capital Investment Grant program (i.e., New Starts, Small Starts, and Core Capacity programs). • Advocate for the continuation of Inflation Reduction Act transportation programs and funding, including those related to low-emission transportation technologies. • Oppose efforts to reduce or redirect transportation funding from California and from the nation as a whole. • Secure directed funding (i.e., earmarks) for San Francisco’s priority transportation projects. • Support innovative approaches to transportation and equity challenges such as congestion management, public transit affordability programs, technology demonstrations, and alternative project delivery methods.
	b. Secure funding for transit operations.	<ul style="list-style-type: none"> • Advocate for funding for transit operators and additional flexibility for federal formula funding programs to sustain services that are critical to economic recovery and disproportionately provide mobility for low income, minority, and transit dependent persons. • Lead effort to codify roadway pricing revenue’s usage for transit operations.
	c. Secure federal approvals for San Francisco’s project priorities	<ul style="list-style-type: none"> • Continue to advocate for the approval of a Full Funding Grant Agreement for the Transbay Joint Powers Authority’s anticipated CIG funding application for The Portal (also known as Downtown Rail Extension). • Support SFMTA funding priorities such as facility and zero-emission bus investments.

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<p>2. Transportation Policy Initiatives</p>	<p>a. Advance autonomous vehicle (AV) regulations and policy that improve safety and facilitate local evaluation of their performance</p>	<ul style="list-style-type: none"> • Advocate to maintain and improve current federal AV deployment and reporting requirements and secure the ability of jurisdictions to appropriately oversee their safe operation. Ensure the availability of collected data. • Continue to engage in and support efforts to develop a national policy framework for AV testing, deployment, and regulation to ensure their safe, efficient, and effective deployment. • Partner with state and local governments to advocate for research that supports evidence-based regulations to inform AV policy and regulation.
	<p>b. Address the impacts of emerging mobility and technology services (e.g., artificial intelligence) and ensure their safety, equity, and accessibility</p>	<ul style="list-style-type: none"> • Contribute to the development of regulatory and pilot programs that balance their benefits and impacts on climate, safety, equity, accessibility, and data security, provide for state and local regulation, and secure access to critical data. • Support new federal funding for pilot programs that include a robust analysis of outcomes to inform future investment and regulation.
	<p>c. Advance regulatory actions and policies in support of other city and regional policy goals</p>	<ul style="list-style-type: none"> • Support or prevent the discontinuation of equitable policies to achieve greenhouse gas emissions reduction goals and to shift travel to affordable low-carbon modes, consistent with San Francisco’s Climate Action Plan. • Monitor other potential regulation activities (e.g., mobile applications, privacy protection) that would impact San Francisco’s range of transportation services. • Support or prevent the discontinuation of policies and funding programs that advance San Francisco’s climate adaptation and resiliency priorities, such as the Embarcadero Seawall.

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STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
1. Project Delivery	a. Expand use of innovative strategies for efficient delivery of transportation infrastructure	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects. • Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility. • Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.
2. General Administration	a. Ensure efficient and effective Transportation Authority and TIMMA operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative requirements. • Oppose legislation and regulations that constrain the Transportation Authority’s and TIMMA’s ability to contract for goods and services and conduct business efficiently and effectively. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.