



RESOLUTION APPROVING THE 2017 STATE AND FEDERAL LEGISLATIVE 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 2017 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, congestion management 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 of San Francisco, 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 November 30, 2016 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the legislative program; and

WHEREAS, On December 6, 2016, the Finance Committee reviewed and unanimously recommended adoption of the program; now, therefore, be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2017 State and Federal Legislative Program; and be it further

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

Attachment:

1. 2017 State and Federal Legislative Program

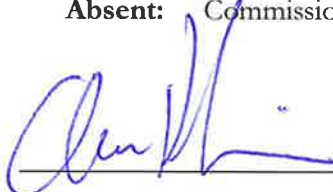


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 13th day of December, 2016, by the following votes:

Ayes: Commissioners Avalos, Breed, Cohen, Farrell, Kim, Mar, Peskin and Yee (8)

Nays: (0)

Absent: Commissioners Campos and Tang (2)

 12-19-16
Aaron Peskin Date
Chair

ATTEST:  12/20/16
Tilly Chang Date
Executive Director

Attachment 1

San Francisco County Transportation Authority Draft 2017 State and Federal Legislative Program

Last modified: November 22, 2016

STATE		
Area	Goal	Strategy
1. Funding	Protect transportation funding from diversion	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be diverted to other state budget priorities. • Support efforts to recover existing diversions (e.g. weight fee revenues) for transportation.
	Enact new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Support efforts at the state (and regional and local levels) to raise additional transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts to raise the gas tax and index it to match inflation, to provide a more stable source of funding for transportation projects.
	Secure cap and trade revenues	<ul style="list-style-type: none"> • Support efforts to dedicate a significant portion of cap and trade revenues to transportation and specifically San Francisco priorities. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding and for a revenue allocation process that is clear, streamlined, and flexible.
	Increase funding for affordable housing	<ul style="list-style-type: none"> • Support efforts to establish a new, dedicated state funding source for affordable housing. • Support legislative efforts to reduce barriers to the construction of new affordable housing.
	Gain state authorization for new regional bridge toll measure	<ul style="list-style-type: none"> • Support and engage in the development of the authorization legislation to allow the Metropolitan Transportation Commission's (MTC) to place a Regional Measure 3 (RM3) bridge toll proposal on the ballot. • Advocate for San Francisco priority projects in the RM3 policy and expenditure program, given the core capacity needs facing the city.

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	Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority.
	Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Advocate for using factors that better tie transportation funding to the true demands placed on the system, including daytime population or transit usage. • Advocate to change the definition of disadvantaged communities (DACs) and seek opportunities to broaden the definition in statutes to better reflect those in San Francisco.
	Implement severance fees on natural resources extraction	<ul style="list-style-type: none"> • Support the creation of statewide severance fees to ensure a lasting public benefit from the depletion of non-renewable resources. • Advocate that severance fee revenues be allocated to sustainable transportation through allocation to local and regional agencies.
	Increase funding for the Active Transportation Program (ATP) and streamline program guidelines	<ul style="list-style-type: none"> • Advocate for a programming and allocation process that emphasizes flexibility and local/regional control. • Support efforts to increase the amount of funding available to support active transportation and safe routes to schools.
	Support efforts around local and regional funding for transportation	<ul style="list-style-type: none"> • Support MTC's work to identify and authorize new regional revenues for transportation funding and financing, including authorization for the formation of a new Regional Infrastructure Bank. • Support MTC's proposal to seek authorization to issue bonds backed by federal transit formula funds. • Support efforts to revive the authority of local governments to use tax-increment financing in support of projects consistent with sustainable communities strategies.

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2. Policy Initiatives	Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Support efforts to improve the overall safety for all road users such as bills that provide municipalities the flexibility to reduce speed limits. • Support the San Francisco Municipal Transportation Agency's (SFMTA's) advancement of state legislation to authorize a pilot program to test Automated Speed Enforcement on San Francisco's high injury network.
	Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Support funding for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and autonomous vehicles. • Seek legislation necessary to support TIMMA's goals and objectives.
	Authorize Caltrans to continue to carry-out National Environmental Policy Act (NEPA) review and project approval	<ul style="list-style-type: none"> • Support legislation to provide the limited waiver of sovereign immunity necessary for Caltrans to continue carrying-out review and approval of projects pursuant to NEPA. The current limited waiver will expire at the end of 2016, and the state will not be able to process NEPA after the expiration date resulting in project delays.
	Maintain or improve effectiveness of express lanes and other transportation demand management (TDM) strategies	<ul style="list-style-type: none"> • Support new legislation that promotes innovative TDM strategies including deployment of managed lanes on state highways. • Limit the number of clean air vehicle stickers allowing hybrid and electric single-occupancy vehicles use of managed lanes
	Participate in the development of legislation regarding emerging mobility innovations	<ul style="list-style-type: none"> • Coordinate with SFMTA to manage adoption of shared mobility innovations such as ride sourcing and commuter shuttles to balance benefits and impacts, ensure safety, and achieve access to critical data. • Participate in local and state efforts to develop policy framework for testing, deploying, and regulating autonomous vehicles and consider pursuing pilot opportunities.

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	Modernize Congestion Management Program (CMP) regulations	<ul style="list-style-type: none"> • With other Congestion Management Agencies (CMAs), lead the development of legislation on CMP reform to support key policies and reinforce CMAs' role in state, regional, and local transportation planning and funding.
	Track and provide feedback on state road usage charge pilot program	<ul style="list-style-type: none"> • Support the state pilot of a road usage charge, providing technical assistance and policy support to shape the program. • Provide comments on the Caltrans report to the legislature at the conclusion of the pilot.
	Reform level of service requirements	<ul style="list-style-type: none"> • Support the Governor's Office of Planning and Research on CEQA (California Environmental Quality Act) rulemaking for implementation of SB743 requiring alternative traffic impact analysis measures.
3. High-Speed Rail (HSR)	Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose	<ul style="list-style-type: none"> • Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the memorandum of understanding (MOU) to develop a blended system. • Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

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Area	Goal	Strategy
4. Transportation Funding	Advance San Francisco's priorities and sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Retain strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Partner with local, regional, state, and local stakeholders to increase funding for state of good repair, active transportation, mobility and access, and sustainability and environmental outcomes. • Support an increase in funding for transportation infrastructure, particularly for San Francisco's priority projects, focusing on transit and active transportation. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund (HTF) funding deficit. • Support study and piloting of alternate approaches to transportation solutions such as road usage charges, technology demonstration, and alternative project delivery methods.
	Federal appropriations for San Francisco Core Capacity and New and Small Starts projects	<ul style="list-style-type: none"> • Advocate that Congress approve annual New Starts appropriations consistent with the Full Funding Grant Agreement (FFGA) for the Central Subway, and continue to allocate Small Starts funds for the Van Ness Avenue Bus Rapid Transit (BRT) project. • Work with local and regional partners to support project applications and secure federal funding for the next set of New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Caltrain Electrification, Better Market Street, Geary Boulevard BRT, and the Caltrain Downtown Extension.
	Increased local sales tax revenue through the Marketplace Fairness Act	<ul style="list-style-type: none"> • Support efforts to apply state and local sales tax rates to online purchases.
	Implementation of federal carbon pricing	<ul style="list-style-type: none"> • Support efforts to price carbon at the federal level. • Promote transportation investments as part of the expenditure plan.

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5. Transportation Policy Initiatives	Commuter benefits for non-single occupancy vehicle travel modes at the same level as for parking	<ul style="list-style-type: none"> • Advocate to include pre-tax benefits for bikeshare and shared mobility options on par with parking benefits.

PROJECT DELIVERY AND ADMINISTRATION (State and Federal)		
Area	Goal	Strategy
6. Project Delivery	Expanded use of innovative project delivery strategies for transportation infrastructure	<ul style="list-style-type: none"> • Advocate for expanded options to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA).
	Integrated state and federal environmental impact studies and streamlined permitting	<ul style="list-style-type: none"> • Advocate for more efficient environmental processes (both CEQA and National Environmental Policy Act (NEPA)) to reduce administrative inefficiencies.
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for streamlining of administrative restrictions when multiple fund sources are used on a single project. • Oppose legislation and regulations adversely affecting our ability to efficiently and effectively contract for goods and services, conduct business and limit or transfer the risk of liability.