



Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 12/5/17 Board Meeting: Approval of 2018 State and Federal Legislative Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2018 State and Federal Legislative Program</p> <p>SUMMARY</p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2018 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners and focuses on advancing San Francisco’s priority projects, protecting existing transportation funds, authorizing new revenues, advancing the City’s Vision Zero goals, engaging in the regulation of new transportation technologies, and expanding the use of pricing and other innovative project delivery and financing approaches.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and legislative advocacy consultant in Sacramento will use this program to plan strategy and communicate positions to the City’s legislative delegations in Sacramento and Washington D.C., and other transportation agencies and advocates.

The proposed 2018 State and Federal Legislative Program reflects key principles, gathered from our common positions with the Mayor’s Office, City agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority, and developing recommendations for positions as appropriate.

2017 Legislative Outcomes.

The highlight of the year was the passage of Senate Bill (SB) 1 (Beall), the Road Repair and Accountability Act of 2017 which represented the largest transportation funding package in the Legislature's history. It will raise around \$54 billion over the next decade to help address the state's neglected roadway and public transit systems with ongoing, dedicated funding from increases in transportation user fees. San Francisco is expected to receive over \$60 million annually in formula programs, and stands to receive significant additional funding from various competitive grant programs. Another significant piece of transportation funding legislation for the Bay Area was the approval of SB 595 (Beall) authorized the MTC to place on the ballot in nine Bay Area counties a toll increase of up to \$3 on the seven state-owned Bay Area toll bridges, which would fund up to \$4.5 billion in transit and highway improvements to reduce congestion and improve travel options in bridge corridors. The expenditure plan includes funding for San Francisco priorities such as BART expansion vehicles, new Muni vehicles and facility upgrades, Core Capacity transit improvements, and the Caltrain Downtown Extension. As a first step toward addressing the state's affordability crisis, the Legislature and Governor Brown also advanced a package of bills to fund affordable housing and streamline approvals for qualified housing developments.

2018 State and Federal Legislative Program.

Our 2018 State and Federal Legislative Program (Attachment 1) continues many of the themes from the previous year, emphasizing advancing San Francisco's priority projects and programs, protecting existing transportation funds, authorizing new transportation revenues, supporting allocation of state cap and trade revenues for transportation, improving the implementation for state grant programs, engaging in the regulation of new transportation technologies, supporting the city's Vision Zero goals, and expanding the use of pricing and other innovative project delivery and financing approaches. It also supports increased revenues and redevelopment-like tools to help accelerate the production of moderate and affordable housing.

At the state level, we will continue to work with the San Francisco Municipal Transportation Agency and the City and County of San Francisco on a priority legislative effort to authorize the use of cameras for automated speed enforcement. The Legislature is expected to develop the 2020 cap and trade expenditure plan, so we will advocate that transportation maintains or exceeds its current funding level and look for ways to advance San Francisco's priority projects and programs. We will support efforts at the state level to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations, and may also work with City partners to pursue authorization for one or more local revenue measures in forthcoming recommendations of the San Francisco Transportation Task Force 2045(Finally, we may seek legislation that would leave the door open for San Francisco to join Santa Clara and San Mateo Counties in exploring managed lanes along the length of US 101, and seek authorization for tolling on the crooked portion Lombard Street to manage demand, subject to Board approval.

At the federal level, our efforts will focus on ensuring that Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act, and securing federal appropriations for San Francisco's current and future transit capital priorities such as Central Subway, Better Market Street, and the Caltrain Downtown Extension. We will also carefully monitor a flurry of activity happening around federal regulations for autonomous and connected vehicles to

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ensure state and local governments maintain the ability to oversee safe operation of vehicles on their own highways and local roads.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC will consider this item at its November 29, 2017 special meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2018 State and Federal Legislative Program

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program

Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
1. Funding	a. Protect transportation funding	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes. • Educate public about transportation projects funded by recently approved funding programs and associated benefits
	b. Enact new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Support efforts at the state to raise additional transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts at the state to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible • Advocate for a next phase of the California Road Charge Pilot Program, which concluded in 2017.
	c. Secure cap and trade revenues for transportation	<ul style="list-style-type: none"> • Maintain funding for current transportation and housing programs and seek opportunities to direct additional cap and trade funds to them. • Advocate for the dedication of a significant portion of the next cap and trade expenditure plan (after 2020) to transportation and to San Francisco’s investment priorities.
	d. Increase funding for affordable housing	<ul style="list-style-type: none"> • Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation. • Support efforts to establish new, dedicated state funding for affordable housing. • Support legislative efforts to reduce barriers to the construction of new housing, in particular affordable and moderate rate housing.

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	e. 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.
	f. 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, such as daytime population or transit usage. • Advocate to broaden the definition of disadvantaged communities (DACs) to better align with San Francisco’s communities of concern.
	g. Improve implementation of state grant programs (e.g. cap and trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> • Advocate for programming and allocation processes that are clear, streamlined, and flexible,. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
2. Policy Initiatives	a. 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 safety for all road users, including bills that provide municipalities the flexibility to reduce speed limits. • Seek advancement of state legislation to authorize a pilot program to test Automated Speed Enforcement on San Francisco’s high injury network.
	b. 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 authorization to pilot an autonomous vehicle pilot on Treasure Island.

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	c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies	<ul style="list-style-type: none"> • Seek authorization for the operation of managed lanes on US-101 and I-280. • Support new legislation that promotes innovative TDM strategies and authorizes their implementation, potentially including the implementation of tolling on the crooked portion of Lombard Street, subject to Board approval. • Advocate to limit the number of clean air vehicle stickers allowing hybrid and electric single-occupancy vehicles' use of managed lanes to avoid degrading performance. • Support MTC's efforts to strengthen enforcement of High Occupancy Vehicle lanes.
	d. Advance the adoption and integration of emerging mobility innovations in a way that balances their benefits and impacts, and ensures safety, equity and accessibility	<ul style="list-style-type: none"> • Support legislation and regulation to ensure that shared mobility services (e.g. Transportation Network Companies, commuter shuttles) balance their benefits and impacts, and ensure safety, equity, and accessibility. • Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate. • Advocate to require open access to critical data. • Participate in local and state efforts to develop a policy framework for testing, deploying, and regulating autonomous and connected vehicles and consider pursuing pilot opportunities.
	e. Authorize parking policy reform	<ul style="list-style-type: none"> • Support SFMTA's coordination with other public parking stakeholders on policy advocacy efforts, including accessible parking reform.
	f. 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.

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	g. Reform level of service requirements	<ul style="list-style-type: none"> • Support the Governor's Office of Planning and Research on California Environmental Quality Act (CEQA) rulemaking for implementation of Senate Bill 743 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 to develop a blended system. • Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

FEDERAL		
Area	Goal	Strategy
4. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act. • Support an increase in transportation and housing investment under any new infrastructure funding initiative. • Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.

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FEDERAL		
Area	Goal	Strategy
	b. Secure federal appropriations for San Francisco’s Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> • Advocate that Congress approves annual New Starts appropriations consistent with the Full Funding Grant Agreements for the Central Subway and Caltrain Electrification projects. • Work with local and regional partners to secure federal funding for San Francisco’s next New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Better Market Street, Geary Boulevard BRT, and the Caltrain Downtown Extension.
	c. Increase 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.
5. Transportation Policy Initiatives	a. Preserve and expand pre-tax commuter benefits on par with parking benefits	<ul style="list-style-type: none"> • Defend the pre-tax commuter and employer benefit for transit and bicycling. • Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and shared mobility.
	b. Advance connected and autonomous vehicle regulations that advance safety and preserve local control	<ul style="list-style-type: none"> • Support efforts to regulate connected and autonomous vehicles that aim to accelerate safety, mobility, environmental, equity, and economic benefits while ensuring the availability of collected data to enable research and inform future policies. • Partner with state and local governments to advocate for regulations that preserve the ability of jurisdictions to appropriately oversee safe operation of vehicles on their own highways and local roads.

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PROJECT DELIVERY AND ADMINISTRATION (State and Federal)		
Area	Goal	Strategy
6. Project Delivery	a. Expand use of innovative project delivery strategies for transportation infrastructure	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA).
	b. Seek 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, expedite project delivery, and reduce costs. • Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for the 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 and support legislation and regulations that positively affect our effectiveness.