



RESOLUTION APPROVING THE 2018 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 2018 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 special November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority does hereby adopt the attached 2018 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:

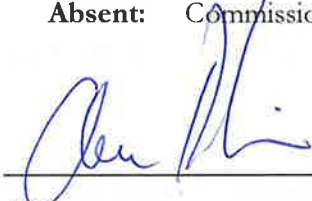
1. 2018 State and Federal Legislative Program



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 12th day of December 2017, by the following votes:

Ayes: Commissioners Cohen, Farrell, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Breed and Fewer (2)

 12-18-17
Aaron Peskin Date
Chair

ATTEST:  12/18/17
Tilly Chang Date
Executive Director

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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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.