



RESOLUTION APPROVING THE 2021 STATE AND FEDERAL LEGISLATION 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 2021 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, 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 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 January 26, 2021 meeting, the Citizens Advisory Committee was briefed on the proposed 2021 State and Federal Legislative 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 2021 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. 2021 State and Federal Legislative Program



**San Francisco  
County Transportation  
Authority**

BD020921

RESOLUTION NO. 21-31

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of February, 2021, by the following votes:

**Ayes:** Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

**Nays:** 0)

**Absent:** (0)

*Rafael Mandelman*                      3/1/21  
Rafael Mandelman                      Date  
Chair

ATTEST: *Tilly Chang*                      3/2/21  
Tilly Chang                                      Date  
Executive Director

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Draft 2021 State and Federal Legislative Program

<b>STATE</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Funding	a. Secure COVID relief funding, particularly for transit operations	<ul style="list-style-type: none"> <li>• Advocate for emergency transit operating funding if Congress fails to provide sufficient support in a timely manner.</li> <li>• Support measures to increase local flexibility to direct funding to transit operations to address the current fiscal crisis.</li> </ul>
	b. Protect transportation funding	<ul style="list-style-type: none"> <li>• Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes.</li> <li>• Engage in any process to revise existing fund distribution formulas to ensure it does not disbenefit San Francisco.</li> </ul>
	c. Enact new revenue and financing measures for transportation	<ul style="list-style-type: none"> <li>• Support efforts to raise additional dedicated transportation revenue to address ongoing funding shortfalls for both capital projects and operations.</li> <li>• Support efforts to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund capital projects and operations.</li> <li>• Partner with local agencies and other stakeholders to advance San Francisco’s priorities in the development and implementation of potential regional transportation funding measures.</li> <li>• Continue to monitor and, as appropriate, provide input into the next phase of the California Road Charge Pilot Program.</li> </ul>
	d. Secure cap-and-trade revenues for transportation	<ul style="list-style-type: none"> <li>• Maintain funding for current transportation and affordable housing programs and seek opportunities to direct additional cap-and-trade funds to them.</li> <li>• Advocate for the dedication of a significant portion of future cap-and-trade expenditure plans to transportation and to San Francisco’s investment priorities (e.g. transit operations, electric vehicle (EV) buses and infrastructure, transit expansion eg DTX).</li> </ul>

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	e. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> <li>• Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage.</li> <li>• Advocate to either broaden the state definition of disadvantaged communities to better align with San Francisco’s communities of concern or allow use of alternative definitions such as a regional transportation planning agency’s (e.g. MTC’s) instead.</li> </ul>
	f. Improve implementation of state grant programs (e.g. cap-and-trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> <li>• Advocate for grant application and allocation processes that are clear, streamlined, and flexible.</li> <li>• Advocate for a stronger role for regional and local governments in prioritizing local and regional projects for funding.</li> </ul>
	g. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
2. Policy Initiatives	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> <li>• Work with local partners to identify and secure state and federal funding for Vision Zero projects.</li> <li>• Advocate to implement recommendations from the state Zero Traffic Fatalities Task Force, specifically authorizing local control of speed limit setting and speed safety cameras.</li> <li>• Support efforts to improve safety for all road users, including supporting bills that advance complete streets and best practices in safe roadway design.</li> </ul>
	b. Support the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> <li>• Support funding and authorization, as needed, 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 shuttle pilot.</li> </ul>

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	<p>c. Improve reliably and efficiency of San Francisco’s roadway network and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> <li>• Support new legislation that promotes innovative TDM strategies such as authorizing area-wide congestion pricing pilot programs.</li> <li>• Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.</li> </ul>
	<p>d. 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"> <li>• Continue efforts to ensure they are regulated and deployed in a way that balances their benefits and impacts and ensures safety, equity, and accessibility and ensure local authority is preserved as it relates to San Francisco’s local pilot and permit programs.</li> <li>• Seek authorization for additional local regulation of certain aspects of emerging mobility, where appropriate (e.g. operational standards, local mitigation fees).</li> <li>• Advocate to require access to critical data for local and regional governments for planning and monitoring purposes.</li> <li>• Continue to support efforts to develop and implement requirements for TNCs’ greenhouse gas emissions and accessibility (e.g. The California Air Resources Board’s Clean Mile Standard and the California Public Utilities Commission’s TNC Access for All initiatives).</li> <li>• Participate in state rulemaking regarding the testing, deployment, and regulation of autonomous vehicles to ensure they improve safety, mobility, and accessibility and avoid or minimize increase congestion or greenhouse gas emissions.</li> </ul>
	<p>e. Advance the adoption and integration of EVs in a manner consistent with other city priorities</p>	<ul style="list-style-type: none"> <li>• Advocate for EV legislation to be equitable and consistent with San Francisco’s other mobility policies (e.g. transit-first, emerging mobility) and that addresses some of the unique challenges facing San Francisco’s deployment of EV infrastructure (e.g. installing EV chargers in multi-family dwellings).</li> </ul>

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		<ul style="list-style-type: none"><li>• 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.</li><li>• Support financial incentives for replacing combustion engine vehicles with EVs or non-auto modes such as ebikes, especially for low income individuals.</li></ul>
	f. Advance measures to increase production of affordable housing as well as supportive planning, infrastructure, and services	<ul style="list-style-type: none"><li>• Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation.</li><li>• Support efforts to establish new, dedicated state and regional funding for affordable housing.</li><li>• Support legislative efforts to incentivize and reduce barriers to the construction of new housing, in particular affordable and moderate rate housing, that are consistent with San Francisco’s growth strategy and provides necessary support for related infrastructure and transit service needs.</li></ul>
	g. Advance legislative actions in support of other city policy goals	<ul style="list-style-type: none"><li>• Support efforts to advance a more seamless public transit system in the Bay Area with integrated transit fares to benefit both low-income transit riders and attract new riders to the system, informed by recommendations of the Blue Ribbon Transit Recovery Task Force Action Plan, anticipated in mid-2021.</li><li>• Work with state and local partners to affect the implementation of the Governor’s Executive Orders N-19-19 and N-79-20 that seek to align state investments and policies to reduce greenhouse gas emissions and to provide clean transportation options.</li><li>• With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and</li></ul>

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		reinforce CTAs’ role in state, regional, and local transportation planning and funding.
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"> <li>• 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.</li> <li>• Advocate for funding of the Caltrain Downtown Extension and advance the Caltrain Modernization Program.</li> </ul>
<b>FEDERAL</b>		
Area	Goal	Strategy
1. Transportation Funding	a. Secure COVID relief funding for transportation, particularly for transit operations	<ul style="list-style-type: none"> <li>• Advocate for new COVID relief funding for transit operators to sustain services that are critical to economic recovery and provide mobility for essential workers and transit dependent persons. Support measures to increase local flexibility to direct federal funding to transit operations during the current fiscal crisis.</li> <li>• Support emergency federal funding to address the impacts of the COVID-19 pandemic on state, regional, and local governments, help backfill lost transportation revenues, and support recovery (e.g. job retention and creation).</li> </ul>
	b. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> <li>• Advocate for Congress maintain or increase the amounts authorized in the Fixing America’s Surface Transportation (FAST) Act until a new surface transportation bill is approved (the latest continuing resolution expires on September 30, 2021).</li> <li>• Work with local, state, and national partners to advocate for a long term, fully funded reauthorization of the federal surface transportation bill with a higher</li> </ul>

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		<p>level of investment in San Francisco priority projects and programs and new resources to improve equity and respond to climate change.</p> <ul style="list-style-type: none"> <li>• Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit.</li> <li>• Support study and piloting of grant programs for innovative approaches to transportation challenges such as road usage charges, implementing public transit affordability programs, highway removal, technology demonstrations, and alternative project delivery methods.</li> </ul>
	b. Secure federal approvals for San Francisco’s Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> <li>• Advocate that Congress approves annual Core Capacity appropriations consistent with the Full Funding Grant Agreement for the Caltrain Modernization project and the BART Core Capacity project.</li> <li>• Work with local and regional partners to position San Francisco’s priority projects for these and other competitive federal funding programs, including the Muni Core Capacity Program, Geary Boulevard Bus Rapid Transit, and the Caltrain Downtown Extension.</li> </ul>
2. Transportation Policy Initiatives	a. Advance autonomous vehicle regulations that improve safety and facilitate local evaluation of their performance	<ul style="list-style-type: none"> <li>• Participate in efforts to develop a policy framework for their testing, deployment, and regulation.</li> <li>• Partner with state and local governments to advocate for evidence-based regulations that preserve the ability of jurisdictions to appropriately oversee their safe operation and ensure the availability of collected data.</li> </ul>
	b. Address the impacts of shared mobility services (e.g. TNCs, private transit shuttles, scooters) and ensure their safety, equity and accessibility	<ul style="list-style-type: none"> <li>• Contribute to the development of legislation and funding programs that balance their benefits and impacts, provide for state and local regulation, and secure access to critical data.</li> <li>• Support new federal funding for pilot projects that include a robust analysis of outcomes to inform future investment and regulation.</li> </ul>



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	<p>c. Advance regulatory actions in support of other city policy goals</p>	<ul style="list-style-type: none"> <li>• Support state agencies’ advocacy efforts to reinstate California’s ability to set the state’s own vehicle fuel efficiency standards, independent of federal standards.</li> <li>• Monitor other potential regulation activities (e.g. mobile applications, privacy protection) that would impact San Francisco’s range of transportation services.</li> </ul>
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<b>STATE AND FEDERAL (Project Delivery and Administration)</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Project Delivery	a. Expand use of innovative project delivery strategies for transportation infrastructure	<ul style="list-style-type: none"> <li>• Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects.</li> <li>• Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility.</li> </ul>
	b. Seek integrated state and federal environmental impact studies and streamlined permitting	<ul style="list-style-type: none"> <li>• Advocate for more efficient environmental processes (both CEQA and NEPA) to reduce administrative inefficiencies, expedite project delivery, and reduce costs.</li> <li>• Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.</li> </ul>
2. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> <li>• Advocate for the streamlining of administrative requirements when multiple fund sources are used on a single project.</li> <li>• Oppose legislation and regulations that constrain our ability to efficiently and effectively contract for goods and services, conduct business. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.</li> </ul>