

## **SFMTA 2025 Legislative Program**

Each year, the San Francisco Municipal Transportation Agency (SFMTA) prepares a legislative program to guide advocacy efforts in the City and County of San Francisco, with the Bay Area regional government organizations, the state government in Sacramento, and the federal government in Washington, D.C. It is a strategic document that is not meant to be comprehensive of all legislative issues but rather to provide general direction on issues relevant to the SFMTA and transportation partners in the coming year. This program is also intended to align with the SFMTA's current Strategic Plan and supports the goals included in the Plan.

Consistent with the SFMTA's commitment to advance racial equity, this program will also serve to support the Agency's Racial Equity Action Plan and bring a racial equity lens aimed at advocating for anti-racist policies at all levels of government.

### **Local Policy and Legislative Priorities**

The Local Government Affairs team will work proactively with the SFMTA's executive team to strategically plan and implement all policy and legislative initiatives supporting the Agency's operations and overall goals of the Strategic Plan.

Work will also take place with all key City stakeholders to maintain positive working relationships and implement those same legislative and policy initiatives, also incorporating SFMTA's Public Participation Plan and engaging local elected officials in their role as District Supervisors and as San Francisco County Transportation Authority (SFCTA) Commissioners.

### **Board of Supervisors (BOS) Legislation and Policy**

Government Affairs staff will coordinate local legislative priorities with all key City stakeholders including regular briefings with BOS offices and stakeholders. This work includes proactive outreach and collaboration with the Mayor's Office, members of the Board of Supervisors, the SFCTA, the BOS Budget and Legislative Analyst and various City agencies to engage and advise for approvals needed pursuant to Section 9.118 of the Charter, BOS hearing requests, audits, letters of inquiry or legislation relating to all Divisions of the SFMTA.

**San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, transit reliability and state of good repair projects.

**Priority Projects Requiring Local Legislative Approvals:** SFMTA staff will work with city partners on advancing key priority projects that are now underway, and at various stages of progress, including regular briefings with BOS offices and stakeholders. This work will also include engagement with the Mayor's Office, members of the Board of Supervisors, the SFCTA and the BOS Budget and Legislative Analyst for any approvals needed pursuant to Section 9.118 of the Charter.

## 1. Contracts/Code Amendments requiring Board of Supervisors approvals

**Procurement of new buses and fleet maintenance:** To provide ongoing, sustainable and reliable transit service, we will continue efforts to procure new buses as we expand our fleet with vehicles that can move the SFMTA closer to our reduced emissions goals.

***Battery Electric Buses (BEB):*** Procurement of six 60' and twelve 40' Battery Electric Buses replacing motor coaches.

***Mid-life Overhaul Phase 2:*** A mid-life overhaul program to maintain vehicle reliability and sustainability to meet the expectations for their useful per FTA guideline. The current SFCTA grant agreement requires the SFMTA to maintain the hybrid vehicles in a state of good repair from when the vehicles were purchased.

**Potrero Yard Modernization Project:** Ongoing efforts to replace the 106-year-old bus facility and deliver an expanded, seismically resilient bus storage, maintenance and training facility with housing -- including affordable housing above the yard. Continue to advance the project through key milestones such as

- Approval of the final bus yard project agreement.
- Approval of the housing/commercial project agreements.

### **Vehicle Towing, Storage:**

- Approval needed from the Board of Supervisors for the final year of funding of the current agreement.
- RFP for tow services that will result in a new, long-term contract for tow services.

## 2. Policy Initiatives and Project Implementation

**Vision Zero:** Vision Zero is San Francisco's policy commitment to eliminate all traffic-related fatalities on our city streets. It is a joint effort of San Francisco's Municipal Transportation Agency, Department of Public Health, Police Department, Department of Public Works, and Department of the Environment, Public Utilities Commission, Unified School District, Planning Department, District Attorney's Office, County Transportation Authority, and the Mayor's Office.

The City's approach to Vision Zero focuses on engineering safer streets, encouraging safer speeds, investing in safer vehicles and supporting the safe use of streets by everyone on the road, regardless of mode. Equity is a core principle of Vision Zero and the SFMTA will continue to work with city leaders to advance equity in all related policy initiatives.

SFMTA's Local Government team is involved in these discussions and will work closely and collaboratively with the City family to engage, manage, inform and advise on any BOS or SFCTA hearing requests or legislation relating to all aspects of this joint effort.

**Emerging Mobility and Innovation:** SFMTA staff will monitor and engage in city efforts around emerging mobility services, models and technologies such as autonomous vehicles,

autonomous delivery devices and private transit vehicles, coordinating efforts with city agencies, BOS, SFCTA, Mayor's Office, and community groups to ensure city interests and impacts are communicated.

**Taxicab / Medallion Program Reform:** SFMTA staff is working on the next round of Taxi Medallion reform to support the purchased medallion program. Taxi Medallion reform will require SFMTA Board approval and certain changes to the medallion program require consent from the SF Federal Credit Union. Staff anticipates bringing an item before the Board in 2025, when appropriate. The Board of Supervisors does not have legislative authority over the taxi industry; however, they are a key stakeholder and staff continue to engage interested Supervisors.

**Curbside EV Charging:** SFMTA will continue to collaborate with San Francisco Environment Department (SFE), Public Works, San Francisco Public Utilities Commission (SFPUC), San Francisco County Transportation Authority (SFCTA), climate and transportation advocates, equity groups, and other relevant agencies and stakeholders to expediently implement the Curbside Electric Vehicle (EV) Charging Feasibility Study with the goal of providing a report to the Board of Supervisors on a Curbside EV Charging Pilot Program in early 2025. The final deliverable for the Curbside EV Charging Feasibility Study and Pilot Design will be a pilot program framework that identifies key components, cost estimates and parameters necessary for implementation.

**Speed Safety Camera Implementation:** Staff will provide updates on the progress of the work of our speed safety camera vendor for the design/build/operate/maintain contract for speed safety camera implementation at 33 locations across the City.

**Biking and Rolling Plan:** The San Francisco Biking and Rolling Plan is a 2-year planning process to develop a new plan for San Francisco that directs future SFMTA investments in the biking and rolling network, support facilities, programs, and policies for the next 10-15 years. This new planning effort includes all devices that can legally use the biking and rolling network and elevates the voices and needs of equity priority communities.

**Parking Policy:** The SFMTA will continue to keep the BOS apprised of parking advocacy efforts with public parking interest groups on issues such as Parking Payment Flexibility, Curb Management and Parking Fines and Fees

**San Francisco County Transportation Authority (SFCTA):** The SFMTA will continue to work collaboratively with the SFCTA to fund street repair and reconstruction, pedestrian safety, transit reliability and state of good repair projects.

**Revenue Proposals for Future Ballot/s:** Discussions continue regarding prospects for transportation funding measures in 2025-2026. SFMTA's Local Government team is involved with these efforts and will work closely and collaboratively with policy makers to engage, manage, inform and advise on any BOS or SFCTA hearing requests or legislation relating to this effort.

## State Legislative Priorities

The 2025 legislative year is the first in the 2025-2026 legislative session. The Legislature can introduce new bills in January 2025, which is when the Legislature convenes. The proposed 2025 State Legislative Program is categorized into key policy areas including: transportation funding, Vision Zero, public transit, emerging mobility and innovation, parking, sustainability, land use and housing. The SFMTA will coordinate this work with other large city transportation departments through ongoing collaboration with the California City Transportation Initiative (CACTI) -- a non-profit representing the eight largest cities in California -- as well as with the California Transit Association and other organizations, as appropriate.

SFMTA's top priorities for 2025 are:

- Transportation Funding
- Vision Zero
- Parking Payment Flexibility
- Autonomous Vehicles

### **1. Transportation Funding**

Support efforts to protect and secure funding for SFMTA's transportation projects and program priorities, including transit operations.

- **Near Term and Long-Term Operations Funding:** Support and engage in efforts to pass legislation that would authorize a regional transportation funding measure to be placed on the ballot in 2026 to support transit recovery, promote the use of regional mass transit, and the continued development of an integrated, reliable, public transportation system in the Bay Area. In addition, support and engage in efforts to secure other sources of operating funding that may serve as an interim to or augment a regional measure.
- **State Transit Operations Funding and the Fiscal Cliff:** Advocate for the protection and maintenance of existing transit funding sources committed to transit capital and operations in the FY 2024-25 and FY 2023-24 State Budgets. In 2024, previously committed funding was at risk of being cut and minimal new transit funding was available because of the state's significant budget deficit. Anticipating another budget deficit in FY 2025-26, SFMTA will work with coalition partners to advocate for maintenance of these and all other public transit funds as well as the release of funding on the timelines prescribed in statute.
- **Active Transportation:** Seek opportunities for new funding sources for active transportation projects and maintenance or expansion of the existing Active Transportation Program funding.
- **Support State Transportation Grant Applications:** Support efforts to advance grant applications for State competitive programs including the Transit and Intercity Rail Capital Program (TIRCP) and the Active Transportation Program; secure legislative delegation support for applications.

- **Cap and Trade Funding:** Protect the existing transportation and housing programs funded by cap and trade and seek opportunities to direct revenue towards transit needs. Engage in anticipated efforts in the 2025 session to extend the Cap-and-Trade program beyond 2030 and advocate for the continuation and growth of dedicated resources from the program for SFMTA priorities.

## 2. Vision Zero

San Francisco adopted Vision Zero as a citywide policy in 2014, committing to eliminate all traffic deaths on our streets. Work is now underway to shape the policy outcomes and priorities for the next phase of Vision Zero. We will support efforts that are consistent with San Francisco’s Vision Zero Action Strategy Transformative Policy agenda, which includes two policy objectives that have now been achieved—lower speed limits and speed safety camera authorization--and defend against bills that may infringe on this agenda.

- **Support Efforts that Encourage Traffic Safety:** Support efforts to improve the overall safety for all road users and especially seniors, those with disabilities, and people who live in marginalized communities that are most disproportionately impacted by traffic violence. Support bicycle, pedestrian and scooter safety related measures, Complete Street development, measures that discourage dangerous driving, cycling, scooter or walking behavior, measures that support safer vehicles and proposals that seek to increase investment in infrastructure improvements and education that advances the goal of Vision Zero.
- **Speed Limit Setting:** Continue to ensure local flexibility on speed limit setting to encourage slower speeds. Protect the new flexibility in speed limit setting that was granted in 2021 by AB 43 (Friedman) as well as our existing authority to set speed limits as demonstrated by AB 1938 (Friedman) which passed in 2022.

## 3. Parking Policy

The SFMTA will continue to coordinate parking advocacy efforts with public parking interest groups including the California Mobility and Parking Association, other cities and stakeholders.

- **Parking Payment Flexibility:** Support legislative efforts that provide the City with more flexibility within the California Vehicle Code to modernize paid parking systems to reduce costs to the City and provide more payment options to drivers.
- **Curb Management:** Support legislative efforts that provide the City with more flexibility within the California Vehicle Code to implement recommendations from our Curb Management Strategy to make it easier to pay and park and utilize City resources more effectively.
- **Parking Fines and Fees:** Monitor legislation related to reducing parking and towing fines and fees to ensure impacts balance equity issues and the Agency’s financial considerations; track efforts that would streamline the citation issuance process.

#### 4. Emerging Mobility and Innovation

Managing the adoption and integration of new and emerging mobility innovations is a fundamental issue for San Francisco and other cities. The SFMTA will monitor and engage, as appropriate, in State legislative measures in the areas listed. Legislative topics in this arena may include the scope of local authority, traffic safety, accessibility, data privacy and disclosure, transit complementary service, congestion and environmental impacts and pricing, among others. We will continue to engage with State agencies regulating emerging mobility including the California Department of Motor Vehicles (DMV), California Public Utilities Commission (CPUC), and the California State Transportation Agency (CalSTA), and others to ensure emerging mobility is effectively managed and regulations are enforced.

- **Autonomous Vehicles:** Participate in development of legislative proposals regarding autonomous vehicles. Ensure that cities are included in the decision-making process for testing and deployment of autonomous vehicles, including working with relevant State agencies such as DMV and CPUC and sharing information about street operations; support and/or lead efforts that would align the operation of AVs with City goals.
- **Shared Mobility Regulatory Authority:** Ensure local authority is preserved as it relates to the City's local pilot and permit programs for shared mobility services, including docked and dockless bikeshare and e-scooters.
- **Shared Mobility Data:** Maintain cities' ability to collect mobility device data to enforce local regulatory programs.
- **Transportation Network Companies (TNCs):** Evaluate any legislative proposals regarding TNCs and engage as appropriate.
- **Taxis, Commuter Shuttles & Private Transit Vehicles:** Monitor legislation related to taxis, commuter shuttles and private transit vehicles within the context of SFMTA's regulatory authority over taxis and SFMTA's Commuter Shuttle and Private Transit Vehicle Permit Programs.

#### 5. Public Transit

The SFMTA will continue to work with the California Transit Association, public transit and social equity advocates and transit operators on the following public transit issues.

- **Statewide Transformation Task Force:** Monitor and support the work of CalSTA, state agencies, transit agencies, regional partners, legislative committee staff, and other stakeholders in the Transit Transformation Task Force. The task force is working to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services and is required to prepare and submit a report of findings and policy recommendations to the Legislature by October 31, 2025.
- **Regional Transit Integration:** SFMTA will support legislative or administrative efforts that may be identified (in addition to securing funding as described in Section 1 above) related to regional transit integration needed to advance the recommendations contained

in MTC's Transit Transformation Action Plan and support the work plan of the MTC Regional Network Management Council.

## **6. Sustainability**

The SFMTA is dedicated to meeting the City's climate action targets of 80% trips taken by low carbon modes by 2030 and net zero greenhouse gas emissions by 2050.

- **Greenhouse Gas Emissions Reductions:** Monitor and engage in legislation that supports greenhouse gas emissions reductions in the transportation sector.
- **Zero Emission Vehicles:** Engage in legislation and policies that support Muni's commitment to bus fleet electrification and modernizing bus yards to accommodate the new vehicles. Identify and pursue funding opportunities that advance the Agency's sustainability objectives including fleet and facility conversion. Monitor legislation related to electric vehicle infrastructure for impacts on parking and curb space.
- **Climate Resilience and Adaptation.** Monitor and engage in legislation that supports climate resiliency and adaptation.

## **7. Land Use & Housing**

The Agency will support State efforts to leverage SFMTA's real estate assets and encourage joint development and new housing production and advocate that new development should be coupled with transit improvements and transportation infrastructure investments to meet new induced demand. This will ensure occupants of new developments are able to move around the City by transit or active transportation modes, reducing dependence on a personal automobile.

## **8. Support Shared Policy Priorities of City Departments**

Support as appropriate the policy priorities of other City departments including Planning, Department of the Environment, the Department on the Status of Women, Public Health and the Office of Economic and Workforce Development that advance mutual policy objectives including transportation and livable street design, pedestrian safety, transit-oriented development, California Environmental Quality Act reform policy and infrastructure investment.

## **9. Regulatory Rulemaking**

The SFMTA participates in the rulemaking process at the state level, which is governed by California's Administrative Procedure Act (APA). The APA process is designed to provide the public with a meaningful opportunity to participate in the adoption of regulations or rules that have the force of law by California state agencies. Regulations subject to the APA are generally adopted through the "Regular" or "Emergency" rulemaking processes. Depending on the agency, the rulemaking process usually encompasses the contents of the rulemaking record, timeframes, opportunities for public participation, review by the Office of Administrative Law and effective dates for the regulations. The SFMTA closely monitors and participates in the rulemaking processes of the California Air Resources Board, the California Public Utilities Commission, as well as the State Division of Occupational Safety and Health, better known as Cal/OSHA.

## **Federal Legislative Priorities**

### **1. Federal Transportation Funding and Appropriations**

The historic Infrastructure Investment and Jobs Act (IIJA) will expire in 2026. SFMTA will work to support reauthorization efforts that ensure that funding levels match or exceed the funding levels approved under the IIJA. Engage in any efforts concerning the creation of new funding streams to support transit operations. Support efforts to pursue competitive grant opportunities consistent with Agency priority projects. Advocate for member directed spending.

### **2. Autonomous Vehicles**

Continue to track and engage in development of federal legislation around autonomous vehicles. Coordinate efforts and participate in strategy development with the National League of Cities, National Association of City Transportation Officials (NACTO), and other advocacy organizations to ensure City priorities are incorporated into any legislation.

### **3. Emerging Mobility and Innovation**

Monitor and engage in federal efforts around emerging mobility and innovation. Monitor ongoing competitive grant opportunities.

### **4. Sustainability**

Support federal transportation policy and legislation that seeks to reduce greenhouse gas emissions through advancing the transition to zero-emission buses, supporting mode shift to low carbon modes, removing barriers to bicycle and pedestrian safety projects, and expanding eligibility for tolling and pricing pilot programs.

### **5. Climate Resilience and Adaptation**

Support efforts to engage in the implementation of legislation and appropriations that support climate resiliency and adaptation.

### **6. Project Delivery**

Support efforts to accelerate and streamline the delivery of infrastructure projects and to advocate for reforms to the NEPA and administrative permitting processes that advantage public transit, rail, ferry, bicycle, pedestrian, and TOD projects.

### **7. Regulatory Rulemaking**

At the federal level, rulemaking is the policymaking process for executive and independent agencies of the Federal government to develop and issue new Rules (regulations), as well as amending or repealing an existing Rule. The SFMTA most often engages in Notices of Proposed Rulemaking (NPRM) issued by the U.S. Department of Transportation and/or by the Federal Transit Administration. The NPRM process comprises publication in the Federal Register of the Proposed Rule; an established timeframe for gathering public comment; review and analysis of comments received; issuance of a new or modified proposal, or in some cases, withdrawal of the proposal; and publication of the Final Rule.