



Agenda Item No. (3)

To: Governmental Affairs and Public Information Committee/Committee of the Whole Meeting of December 17, 2021

From: Amorette M. Ko-Wong, Secretary of the District
Denis J. Mulligan, General Manager

Subject: **APPROVE THE IMPLEMENTATION OF THE DISTRICT'S 2022 LEGISLATIVE PLATFORM**

Recommendation

The Governmental Affairs and Public Information Committee recommends that the Board of Directors approve the implementation of the 2022 Legislative Platform as attached to this report.

This matter will be presented to the Board at its December 17, 2021 meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) is looking ahead to the 2022 State and Federal Legislative sessions and is actively working with our legislative advocates to follow a variety of non-pandemic and pandemic-related issues that affect or potentially could affect the operations of the District.

In 2022, the District will continue to focus on seismic funding but also will monitor legislative bills that could have a funding impact on the District's overall operations.

Since the effects of the pandemic in March 2020, obtaining significant and sufficient COVID-19 relief funding to address the financial shortfall arising from the drop in travel in the Golden Gate Corridor due to the pandemic was staff's main priority. Staff is working on identifying existing and new sources of funding opportunities while at the same time protecting the current sources.

Through these efforts and more, Bay Area transit operators have coalesced to bring forth a united message communicating the needs to preserve public transit. The Bay Area's Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), is the main conduit for distribution of federal relief funding.

One potential significant risk to funding for the District's transit operations and capital projects arose in an October court filing, when the U.S. Department of Labor (USDOL) said that it may not certify new federal grants for California transit agencies and cited the Amalgamated Transit

Union's (ATU) longstanding objections to the California Public Employees' Pension Reform Act (PEPRA), which the union argues interferes with their collective bargaining rights.

Freeing up funding is staff's immediate focus with obtaining full funding for the final phase of the Seismic Retrofit Project of the Golden Gate Bridge being given an equal amount of attention. In 2022, staff and legislative advocates will monitor legislative bills that could have a funding or operational impact on the District's overall operations including any related legislation related to regional transit integration or other discussions affecting Bay Area transit agencies and the transit industry nationwide.

Staff will also continue to monitor any legislation affecting the District such as AB 476 that would allow transit buses to operate on highway shoulders and SB 623 related to the use of personally identifiable information (PII) for the purposes of an electronic toll collection system or an electronic transit fare collection system.

Specific to the upcoming 2022 California State legislative session, schedule to return on January 3, 2022, District staff will continue to monitor and weigh-in on potential legislation affecting the District and our partners. Those advocacy efforts will also keep in mind the District's resolution declaring a climate emergency and on racial equity and justice.

To appropriately respond to issues and bills that arise, staff is proposing approval of the attached 2022 Legislative Platform that will set forth the principles to guide the District's State and Federal advocacy efforts through the second year of the 2021-22 State Legislative session and the 117th United States Congress (January 3, 2021 – January 3, 2023). The recommended platform encompasses the many issues affecting the District that must be monitored but is flexible enough to allow District staff and its legislative advocates to react immediately as issues arise. Board approval of a legislative platform will provide staff with direction on important legislative and policy issues. District staff will continue to work strategically with legislative advocates to best plan annual State and Federal meetings.

Fiscal Impact

The recommendation has no direct fiscal impact.

Attachment

Golden Gate Bridge, Highway and Transportation District 2022 Legislative Platform

FEDERAL	
Priorities	Strategy
COVID-19 Relief Funding	Continue to pursue significant and sufficient COVID-19 relief funding to address the fiscal challenges resulting from the slow recovery in travel in the Golden Gate Corridor due to the pandemic.
Transportation Funding	Continue pursuing funding opportunities and seek the delegation's assistance in funding District needs, especially with respect to completing the seismic retrofit of the Golden Gate Bridge and obtaining USDOL certification for the District's federal transit grants. Remain flexible to work with partners to gather Congressional support for any transportation or infrastructure grants the District may be eligible for when opportunities arise. Support MTC's efforts to ensure that Congress funds highway, transit and rail programs consistent with levels authorized by the surface transportation bill.
Water Resources Development Act	Continue pursuing opportunities to federalize the Larkspur Ferry Channel where possible.
Security	Continue monitoring and working with officials on enhancing security measures affecting the District including issues such as deployment of autonomous vehicles, domestic and international terrorism, drone safety and disaster mitigation.

STATE	
Priorities	Strategy
State Transportation Funding	<ul style="list-style-type: none"> • Continue pursuing funding opportunities for the final phase of the Seismic Retrofit Project. • In conjunction with Metropolitan Transportation Commission (MTC), continue monitoring and support efforts to protect and increase transportation funding under Plan Bay Area 2050 and maximize the Bay Area's share of General Fund surplus revenues for transportation. • Support the region's advocacy efforts to establish new sources of regional and statewide transportation funding including potential funding sources to address deficits resulting from the COVID-19 pandemic. Also, continue support of MTC and California Transit Association's (CTA) efforts to update California's current TDA (Transportation Development Act) eligibility requirements. • Monitor and protect actions that may affect State Transit Assistance and TDA funds and any set aside for transit operations • Support MTC's efforts to advocate and support for additional Bay Area transportation funding from the Cap-and-Trade program.

<p>Toll Operations</p>	<ul style="list-style-type: none"> • Support MTC’s efforts to implement Regional Measure 3. • Monitor any state-wide mandates for electronic tolling and support efforts by the California Toll Operators Committee (CTOC) on state-wide initiatives related to toll operations.
<p>Transit Operations, Safety and Security</p>	<ul style="list-style-type: none"> • Collaborate and advocate with MTC and other ferry operators regarding potential amendments to the California Air Resources Board’s (CARB) regulations for Commercial Harbor Craft to ensure that amendments are implemented in a manner that is feasible and ensures no disruption in ferry operations. • Monitor legislation affecting transit operations as it pertains to deployment of autonomous vehicles, emission standards including reduction of greenhouse gas emission, bus axle weights, security (including cyber), operator safety and training, roadways (including bus-on-shoulder efforts), transit stations/hubs, and transportation network/rideshare companies. • Support state advocacy efforts by MTC and CTA on the conversion of bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule and support Transportation Development Act (TDA) reforms. Also, in relation to Executive Order N-79-20, support additional funding to help transit operators convert their bus fleets and ferries to zero-emission in order to meet the rule and any ferry regulations. • Support legislation to improve the performance of high-occupancy vehicle (HOV) lanes and support the SFMTA’s efforts to speed up transit within San Francisco through its use of transit signaling priority equipment onboard buses. • Support consensus-based industry standards developed with input from stakeholders as well as best practices and/or industry standards developed by entities such as American Public Transportation Association or California Transit Association. • Monitor legislation regarding transit coordination, network management and transit agency governance.
<p>Bicycle & Pedestrian Safety</p>	<ul style="list-style-type: none"> • Monitor legislation regarding the safety of pedestrians and bicyclists, which includes any effects of new bills expanding or governing the use of electric-powered/-assisted bicycles, scooters, skateboards and other mobility devices on paths, sidewalks, bike ways and streets; • Monitor any legislation which would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over various toll bridges, including the Golden Gate Bridge. • Continue support of any legislation to assist the Vision Zero Programs in any cities or counties within the District’s service area.