



Agenda Item No. (3)

To: Governmental Affairs and Public Information Committee/Committee of the Whole Meeting of December 16, 2022

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

Subject: **APPROVE THE IMPLEMENTATION OF THE DISTRICT'S 2023 LEGISLATIVE PLATFORM**

Recommendation

The Governmental Affairs and Public Information Committee recommends that the Board of Directors approve the implementation of the 2023 Legislative Platform as attached to this report.

This matter will be presented to the Board at its December 16, 2022, meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) is looking ahead to the 2023 State and Federal Legislative sessions and is actively working with our legislative advocates to follow a variety of non-pandemic and post-pandemic-related issues that affect or potentially could affect the operations of the District.

Since the start of the pandemic in March 2020, the District has been fiscally prudent in managing its one-time federal COVID-19 relief funding to address the financial shortfall associated with the drop in travel in the Golden Gate Corridor. Staff from various Bay Area transit agencies are now working together to secure multi-year funding to avoid the “fiscal cliff” while at the same time devoting our existing resources to reinvigorating public transportation ridership. This effort will require extensive collaboration among the Metropolitan Transportation Commission (MTC), transit agencies and advocates to develop a coordinated state-wide request for funding as well as consensus on a targeted funding source.

Funding for the final phase of the Seismic Retrofit Project of the Golden Gate Bridge is also still at the forefront of our legislative priorities. Working with Assemblyman Phil Ting and Governor’s office staff at the state level and various federal officials, staff is optimistic the project will achieve its funding goal. For the time being, staff is awaiting announcement of awards from the recent United States Department of Transportation’s (USDOT) Fiscal Year 2022 Bridge Investment

Program (BIP) competitive grant where the District requested \$400 million for the Golden Gate Bridge Seismic Retrofit Phase 3B Project.

Staff is also continuing to monitor and implement the effects of bills signed into law during the recent 2022 legislative session such as those that affect the District's tolling program, transit operations, transit fare programs and public meetings.

In the upcoming 2023 California State legislative session, scheduled to return on January 4, 2023, District staff will continue to monitor and weigh-in on potential legislation affecting the District and our partners. Staff and legislative advocates will pay particular attention to legislative bills that could have a funding or operational impact on the District's overall operations. As mentioned earlier, staff will also be involved in discussions surrounding the future of any regional transit funding effort.

Those advocacy efforts will also continue to keep in mind the District's resolutions 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 2023 Legislative Platform that will set forth the principles to guide the District's State and Federal advocacy efforts through the first year of the 2023-24 State Legislative session and the 118th United States Congress (January 3, 2023 – January 3, 2025). 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 the 2023 State and Federal meetings.

Fiscal Impact

The recommendation has no direct fiscal impact.

Attachment

Golden Gate Bridge, Highway and Transportation District 2023 Legislative Platform

FEDERAL	
Priorities	Strategy
Transportation Funding	Continue pursuing funding opportunities, possible Congressionally directed funding opportunities (earmarks), and seek the delegation's assistance in funding District needs, especially with respect to completing the seismic retrofit of the Golden Gate Bridge. This includes efforts to seek DOT grant funding opportunities when they become available for any and all of the District's needs. 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
Toll Operations	<ul style="list-style-type: none"> • Support MTC's continued efforts to implement Regional Measure 3. • Monitor and implement any state-wide mandates for electronic tolling and support efforts by CTOC on state-wide initiatives related to toll operations. • Continue to keep watch over any legislation as it related to tolling and personal identifying information (PII.)
Bicycle & Pedestrian Safety	<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; • Continue support of any legislation to assist the Vision Zero Programs in counties the District operates within.

<p>State Transportation Funding</p>	<ul style="list-style-type: none"> • Continue pursuing funding opportunities for the final phase of the Seismic Retrofit Project with state officials. • 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 to secure statewide multi-year funding to stave off the transit operating fiscal cliff and rebuild ridership. 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 including efforts to extend statutory relief for TDA farebox requirements and continuation of a “hold harmless” provision for State Transit Assistance (STA) revenue-based funds. • Support MTC’s efforts to advocate and support for additional Bay Area transportation funding from the Cap-and-Trade program and investments to the General Fund as committed to in the transportation package approved in FY 2022-23 state budget. • Support efforts for joint, multi-agency grant applications for greening the Bay Area’s transit fleet, including the District’s bus and ferry fleets and facilities.
<p>Transit Operations, Safety and Security</p>	<ul style="list-style-type: none"> • Collaborate and advocate with MTC and other ferry operators regarding potential further 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 bus and ferry transit operations as it pertains to fleet electrification, deployment of autonomous vehicles, emission standards including reduction of greenhouse gas emission (GHG), bus axle weights, security (including cyber), operator safety and training, roadways (including bus-on-shoulder efforts), transit stations/hubs, and transportation network/rideshare companies. <ul style="list-style-type: none"> • 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. • Continue to support legislation to improve the performance of high-occupancy vehicle (HOV) lanes and support the efforts to speed up buses on state highways and local roads. • 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. This includes any monitoring and supporting any potential changes to open meeting requirements and Brown Act rules that would allow long-term flexibility for the District to conduct meetings outside of emergency conditions.