



Memorandum

RE: Board Meeting - April 14, 2020
DATE: April 13, 2020
TO: Transportation Authority Board: Commissioners Peskin (Chair), Fewer, Haney, Mandelman, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee
FROM: Tilly Chang - Executive Director
SUBJECT: Executive Director's Report – **INFORMATION**

In these unprecedented times, we hope you and your families are staying healthy and safe. We also wish to express gratitude to those on the front lines of the COVID pandemic, including our dedicated healthcare workers and transit operators.

MANAGEMENT AND ADMINISTRATION

SFCTA operating as a "Virtual Office". Since March 16th, the Transportation Authority shifted to a "virtual office" operation to comply with the city's "shelter-in-place" public health order. During this time, we are working to support infrastructure planning, funding and project delivery, and will be hosting Transportation Authority Board meetings and other essential public meetings online. Our Citizens Advisory Committee meetings should resume in May, and we will consult with Chairs Yee and Haney to discuss resuming our Vision Zero and Treasure Island Mobility Management Agency (TIMMA) meetings next month as well. Please visit our calendar www.sfcta.org/events to view our upcoming meetings and for the latest updates.

COVID-19 Financial Impacts. We are monitoring revenue streams and coordinating closely with the City and sister agencies to assess short and medium-term financial impacts. While we expect our sales tax and other funds to be significantly affected going forward, the Transportation Authority's strong financial position ensures that we can continue to support sponsors' cash needs for a multitude of public works and transit projects across the city.

The most immediate revenue needs due to the COVID-19 crisis are for transit operating support. As you may have seen in news reports, Muni, BART and transit agencies across the nation have been hit hard by the precipitous drop in fare revenue due to the Bay Area's social distancing efforts. In San Francisco, our transit operators are working hard to maintain access for essential workers and others trying



to buy groceries and make medical appointments, despite seeing 70-90%+ ridership declines and deep revenue losses over this time last year.

REGIONAL, STATE AND FEDERAL ISSUES

Federal COVID-19 Relief Packages - Bay Area Transit Agencies Receive \$1.3 Billion in Aid.

Transit operators in the Bay Area and across the country are facing a crisis with severe drops in ridership and revenue, amid an urgent need to protect employees and passengers while ensuring access to essential services and healthcare. On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security (CARES) Act- Phase 3 was approved, providing among other things \$25 billion to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic. We thank Speaker Pelosi and our entire Federal Bay Area delegation for their advocacy on behalf of transit providers and their riders. On April 22, 2020, the Metropolitan Transportation Commission (MTC) is expected to approve a strategy to distribute the Bay Area's \$1.3 billion share to the region's transit operators. We anticipate the proposal will include several rounds of funding, with the first tranche allocated immediately via formula to address short-term operations shortfalls. We are working closely with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor's Office, and our MTC Commissioners to identify how future tranches could be dispersed, with a focus on equity and ensuring low income and transit-dependent communities maintain access to essential services.

The federal government is discussing two additional relief packages in the near future, which could include further general relief funds for hospitals, local governments and small businesses, and another that may include the reauthorization of the federal transportation bill as an economic stimulus measure. We will continue to coordinate with our city and regional partners to identify San Francisco's priorities and provide input on both of these efforts.

SFCTA Staff Serve on California Air Resources Board (CARB) Expert Panel. Senior Transportation Planner Drew Cooper spoke last month at the CARB expert panel on its Clean Miles Standard rulemaking work. Our Technology, Data and Analysis staff have been supporting CARB as they estimate greenhouse gas emissions from the ridehail (TNCs, e.g. Uber and Lyft) sector, and develop regulatory policies for reducing these, as required by Senate Bill (SB) 1014. Participants at the event gave feedback on CARB's current methods and assumptions for establishing California's TNC emissions inventory and on CARB's approaches to setting targets for TNC



pooling, electrification, deadheading (non-revenue miles of travel) and transit/active transportation connections.

Regional Revenue Measures Update: FASTER no longer seeking November 2020 Ballot. Since the fall of last year, the FASTER coalition led by SPUR, the Bay Area Council, and the Silicon Valley Leadership Group, had been working with Senator Beall's office on authorizing legislation for a half-cent regional sales tax to fund major transportation projects and programs. In light of the economic impacts of COVID-19, the FASTER coalition suspended its efforts to place a regional transportation revenue measure on the November 2020 ballot. However, significant needs for regional revenues remain. Housing advocates are seeking a regional housing measure for the November 2020 ballot. Assemblymember Chiu's AB 1487 (2018) gave MTC and the Association of Bay Area Governments (ABAG) the authority to put a housing measure on the ballot, and those agencies are working on a General Obligation bond measure to raise \$10 billion over 10 years for affordable housing production and preservation. At their April 16 meeting, the ABAG Executive Board will be discussing the potential measure and work plan. Finally, Caltrain also has authorization to put a regional revenue measure on the November 2020 ballot. Earlier this month, the SamTrans board of directors gave its support to a potential measure but other agencies have deferred consideration of this item to at least May, pending further regional discussions.

LOCAL ISSUES

Congestion Pricing - Virtual Outreach Proceeds. In February, the Downtown Congestion Pricing Study team launched in-person co-creation outreach, which is now on pause given shelter-in-place requirements. At that time, we partnered with the Tenderloin's Central City SRO Collaborative in District 6, Excelsior Works! In District 11, and Young Community Developers in District 10 to host co-creation activities in English, Spanish, and Cantonese. The Study team is currently adapting the co-creation toolkit to a virtual format. Meanwhile, the study Policy Advisory Committee (PAC) continues to meet on-line. This month, the PAC held two voluntary meetings, one of which focused on the lessons learned from congestion pricing implementation in London, Stockholm, and plans for New York City. This upcoming Wednesday, the PAC will meet for a voluntary focus session on modeling and data tools. The full PAC will hold its 4th meeting on April 30th to give us feedback on an adapted outreach plan and consider the policy screening process. To learn more about the study, sign up for notifications, and view materials for upcoming events, please visit www.sfcta.org/downtown.



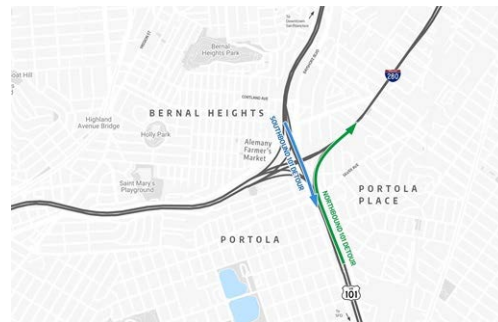
PROJECT DELIVERY

Smoother Streets on 19th Avenue. Using SB1 gas tax funds, Caltrans last week repaved lower 19th Avenue from Holloway to John Daly Boulevard, with additional street paving to come after the city implements safety and transit reliability improvements on 19th Avenue. The state will repave the Lincoln Way to Holloway segment of 19th Avenue after the City completes transit safety and infrastructure upgrades in 2022.

Caltrans US-101 Bridge Deck Replacement Schedule Accelerated

- We greatly appreciate that Caltrans has accelerated the US 101 Alemany deck replacement by over 2 months to take advantage of decreased traffic amid the Bay Area's shelter in place order. The project is slated to commence on April 25th and the goal of the project is to replace the concrete bridge deck in both northbound and southbound directions above Alemany Circle by early May. Once completed, motorists

will experience a safer and smoother roadway.



Drivers will also experience less continuous maintenance and lane closures. The Transportation Authority is working with Caltrans and SFMTA to coordinate detours and access to the Alemany farmers market. If you drive this route, see the Caltrans District 4 website for detours and updates at <https://dot.ca.gov/caltrans-near-me/district-4>. We are continuing to work with Caltrans and SFMTA to manage traffic impacts during construction, as well as to mitigate noise and light impacts to nearby residents.

SFMTA Completes Replacement of its Trolleybus Fleet and Entire Rubber Tire Transit Fleet.

In the 3rd quarter of Fiscal Year 2019/20 SFMTA placed into service the final 10 vehicles of the 278 electric trolley coaches the agency procured through its 2014 contract with New Flyer Inc., which replace the fleet of trolley coaches SFMTA had operated since it was acquired in 2002-2003. In June 2019 the SFMTA deployed the final hybrid diesel-electric motor coach of the 424 vehicles it procured from New Flyer to replace the motor coach fleet it had operated since 2004. Since its



inception Prop K support for replacement of SFMTA’s rubber tire fleets has totaled nearly \$240 million. Past and pending Prop K allocations for expansion and replacement of the light rail fleet totals approximately \$192 million. SFMTA also continues to progress on its Prop K supported purchase of 35 new paratransit vans, and has accepted the prototype vehicle. The chart above summarizes all SFMTA transit vehicle procurements planned, ordered or completed since the inception of the Prop K program.

