



Memorandum

RE: Board, February 25, 2020
DATE: February 25, 2020
TO: Transportation Authority Board: Commissioners Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee
FROM: Tilly Chang – Executive Director
SUBJECT: Executive Director’s Report – **INFORMATION**

REGIONAL, STATE AND FEDERAL ISSUES

Federal “Moving Forward Framework” - House Democrats Release Proposal for the Reauthorization of the Federal Transportation Bill: The current federal transportation bill, the Fixing America’s Surface Transportation (FAST) Act, is set to expire on September 30, 2020. In recent months, House and Senate Transportation leaders released draft re-authorization bills for transportation infrastructure. On the House side, the Transportation and Infrastructure committee in January proposed a broad five-year, \$760 billion infrastructure package includes funding for highways, transit, rail, airports, ports, harbors, inland waterways, wastewater, drinking water, broadband deployment, brownfields, and clean energy investments. The largest funding category is \$489 billion to reauthorize the FAST Act, significantly higher than the current spending level of \$306 billion. It would increase funding for public transportation and active transportation, and establish new programs to combat climate change and advance resiliency. However, the plan is largely silent on specific revenue measures that would pay for these investments, other than to mention potential user-based mechanisms and expansion of federal financing mechanisms. The U.S. House proposal will need to be reconciled with the U.S. Senate’s, which was released in the fall of 2019, and Democrats must work to achieve bipartisan support. However, given the upcoming election, I do not anticipate approval of a new transportation bill this year and instead expect an extension of the current spending program until 2021. We will continue to work with the Mayor’s Office, the San Francisco Municipal Transportation Agency (SFMTA), and national advocacy organizations to advance San Francisco’s priorities in any new infrastructure proposal.

California Public Utilities Commission (CPUC) Proposed Ruling Reversing Its Policy on Transportation Network Company (TNC) Data Confidentiality: The CPUC Commissioner in charge of data hearings and rulemaking, Commissioner Sharoma, has issued a preliminary proposal to reverse the CPUC’s previous policy of presuming filings from TNCs to be confidential, and instead treat these as public by default. In California, TNCs, such as Lyft and Uber, are regulated by the CPUC and are required to submit annual reports to the CPUC.



The CPUC has not made these reports available to the public, despite growing calls for disclosure by San Francisco and others. Since 2017, the Transportation Authority, in collaboration with SFMTA, the City Attorney's Office, and San Francisco International Airport, have been advocating to the CPUC to make this data publicly available. As we reported in prior TNC research, given high share of traffic that TNCs comprise, TNC data are critical to understanding where and when TNCs operate; how they have changed over time; whether they are serving people equitably; and what safety impacts they may have. This is a proposed decision in a rulemaking proceeding and is subject to comments from parties to the proceeding.

Plan Bay Area 2050 - Regional Agencies Hold Workshop, Begin Development of Financially Constrained Investment Scenarios: Earlier this month, MTC and ABAG held its annual joint Commission/Board workshop to discuss a number of regional policy areas including the regional growth framework, equity in Express Lane/pricing programs and potential funding measure and institutional reforms, among other issues. At tomorrow's Citizen Advisory Committee meeting and next month's Board meeting, staff will present an update on the Metropolitan Transportation Commission /Association of Bay Area Government's (MTC/ABAG's) regional transportation plan and sustainable communities strategy, known as Plan Bay Area 2050, and request approval of a Draft Fiscally Constrained Transportation Project List for San Francisco. This is an important - ensuring consistency with Plan Bay Area - to enable all of the transportation projects planned for the City to move forward, particularly those seeking state or federal funds or approvals in the next 4 years. Our proposed draft list is based on existing priorities from the San Francisco Transportation Plan, on prior Board actions, including your approval of the regionally-significant project submissions in June of last year. This Draft project list will be sent to MTC/ABAG which will work with the County Transportation Authorities, transit operators, and other project sponsors to refine the full regional list. We anticipate returning to you in June for final action on San Francisco's project priorities for Plan Bay Area 2050 before MTC/ABAG begins the environmental clearance process.

LOCAL ISSUES

ConnectSF Outreach - Strong Interest and Engagement Continues in Public Workshops: The interagency ConnectSF team conducted two general public workshops this month at the Park Branch Library and in the Mission to advance the multi-agency collaborative process to build an effective, equitable, and sustainable transportation plan for San Francisco. The events were offered in English, Spanish, Chinese, and Filipino and follow November 2019 workshops, aimed at youth and Southeast neighborhoods. During all the workshops, staff: engaged the public in a discussion about what works well and what doesn't when it comes to local, citywide, and regional trips;

- learned more about what it would take to get people to travel by more sustainable modes; and



- got ideas for project concepts and policies that could help reach our community-generated transportation vision for the future

.We are working with Community Based Organizations to hold community-based workshops solely in Spanish, Chinese, Filipino, and Russian in the coming weeks. The input gathered during the workshops – along with an online survey – will inform studies that will identify transformative project concepts and policies for the City's streets, freeways, and transit network. To learn more about ConnectSF, please visit connectsf.org.

Traffic Congestion Mitigation Tax - Staff Make the Rounds Seeking Feedback, Plan to Update Vision Zero Committee in March: We continue to meet with stakeholders as we seek feedback on project priorities and a policy framework for the Transportation Authority's portion of the Traffic Congestion Mitigation Tax ("TNC Tax"). Our portion of funding can support bicycle and pedestrian safety projects, traffic calming, traffic signals, and maintenance of safety infrastructure. This month, we presented to the Pedestrian Safety Advisory Committee and the Bicycle Advisory Committee, and we will present to the Youth Commission's Housing and Land Use Committee in early March. We have also met with agency partners including the SFMTA and Department of Public Health, and with community partners, including the Vision Zero Task Force, WalkSF, and the San Francisco Bicycle Coalition. We are incorporating the feedback received as we develop program guidelines for this new source of funding. We plan to bring an information item and to seek feedback on the program guidelines from the Vision Zero Committee in March.

Congestion Pricing - Mayor Breed Announces Support as a Major Outreach Round Begins. On February 18, Mayor Breed announced her support for developing a congestion pricing program to address the negative effects of growing traffic congestion, particularly in Downtown and SoMa areas. She emphasized that the program must be based in fairness and equity by considering those who are least able to pay or have limited transportation options, and that revenue should be directed back towards building a world-class transportation system. We agree and have approached the Downtown Congestion Management Study with these goals front of. On the same day, we began a round of outreach events with partner organizations in communities of concern, beginning in the Tenderloin and Excelsior, to co-develop ideas for what an equitable congestion pricing program could look like. We will be continuing with outreach to gather policy ideas through March, including stakeholder meetings, additional workshop partnerships with community based organizations, and events to reach commuters and the general public. To learn more about the study and sign up for notifications about upcoming events, please visit www.sfcta.org/downtown.

PROJECT DELIVERY

Lower Great Highway Pedestrian Improvements Commences Construction: Following years of planning by the Community and city agencies, the SFMTA is starting the first phase of constructing near-term improvements on a portion of the Lower Great Highway, from Lincoln Way to Moraga Street. This segment will see daylighting, painted safety zones, signage improvements, refreshed and updated striping, and back-in angled parking, between



Kirkham Street and Lawton Street. Construction is expected to take a few weeks to complete (weather permitting) with the SFMTA planning to construct additional near- and medium-term treatments, such as speed tables and median islands, through 2021, from Lincoln Way to Sloat Boulevard.

MANAGEMENT AND ADMINISTRATION

Appreciation for Planning Director John Rahaim - As he prepares to depart after 12 years of service to San Francisco, I would like to convey my appreciation and congratulations to SF Planning Director John Rahaim. Under John's leadership, we have seen a generation of area plans from Market / Octavia to Transbay Transit District, to the Central SoMA and Eastern Neighborhoods. The Transportation Authority collaborated with the Planning Department on all of these efforts. Today, we are engaged in our long-range planning collaboration for ConnectSF. We also benefited from John's policy leadership in carrying on our CEQA reform work on Level of Service Alternatives, which eventually became the ground-breaking Transportation Sustainability Project. The TSP pioneered the use of Vehicle Miles Traveled as a CEQA transportation impact measure, a transition that was eventually codified by the State for all project sponsors in California. Finally, I have appreciated John's keen eye for quality and great design, whether on the streetscape elements of the Van Ness BRT project or attention to the details of buildings in our neighborhood (including 100 Van Ness Avenue our old office building) and places and public spaces all over town. Thank you John for your public service to San Francisco, Seattle and other cities, and best wishes in your future writing and teaching endeavors!