



## Memorandum

**DATE:** December 13, 2022

**TO:** Transportation Authority Board: Commissioners Mandelman (Chair), Chan, Dorsey, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton

**FROM:** Tilly Chang - Executive Director

**SUBJECT:** 12/13/2022 Board Meeting: Executive Director's Report – **INFORMATION**

### **REGIONAL, STATE AND FEDERAL ISSUES**

**Plan Bay Area 2050 Update - Regional Effort Launches, including a Connected Network Plan for Transit.** The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are already gearing up for the next update of the regional transportation plan/sustainable communities strategy known as Plan Bay Area or PBA, which is due to be completed in 2025. The Transit Transformation Action Plan and PBA 2050 Implementation Plan identified the need for a regional Connected Network Plan to create a service-oriented aspirational transit vision for the Bay Area. MTC plans to integrate this Connected Network Plan (to be named Transit 2050+) into the upcoming update of PBA 2050, known as PBA 2050+. Both efforts will launch in the new year.

One of the near-term steps is standing up an initial governance structure to inform and oversee the Connected Network Plan. The straw proposal MTC released for discussion includes a Regional Network Council chaired by MTC, along with the general managers of the region's large transit operators and representatives of the small transit operators in the Bay Area. The group would report to a new committee of MTC, composed of MTC Commissioners and ex officio members including transit agency board members and a state appointee. This is a revised proposal based on input from transit operators, county transportation agencies, and other stakeholders, and will be presented to the MTC Executive Committee and Commission in January. This is a key step in finalizing the final report and recommendations for the Regional Transit Network Manager Business Case that will be brought back to the MTC Commission for approval in February 2023.

**State Budget Strategy to Address Transit Agency Fiscal Cliff - Seeking Multi-Year Bridge Funding While a More Permanent Solution is Put in Place.** Federal COVID relief funding that provided a lifeline to transit operators seeing overnight severe reductions in ridership and associated revenue losses, is starting to run out. As a result, operators like Caltrain, BART and the SFMTA that have not yet seen substantial recovery of their ridership and revenues are facing a near-term fiscal cliff. MTC/ABAG's top legislative priority this session is to secure multi-year funding to stave off the fiscal cliff facing many Bay Area transit agencies, as well as agencies statewide, while also investing in strategies to attract more riders to transit. As part of its legislative approach, MTC is reaching out to transit operators and key advocacy partners such as the California Transit Association to develop a strong coalition. The current preferred funding source is a portion of Cap and Trade funds that are subject to appropriation



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annually but could be secured as part of a multi-year budget ask. The funding to address fiscal cliffs is intended to serve as a bridge until a sustainable long-term funding source(s) is put in place (e.g. regional and/or local revenue measures for a future ballot and/or federal/state ongoing operations support). We plan to agendize this topic at a Board meeting in early 2023.

**Joint meeting of the TRB Autonomous Vehicle (AV) Forum and ITS America's AV committee.** Last week, Jean Paul Velez, Project Management Consultant with the Transportation Authority, and I attended a Transportation Research Board (TRB) / Intelligent Transportation Society of America (ITSA) Autonomous Vehicles joint Forum to discuss development of a national regulatory framework for the deployment of autonomous vehicles (AVs). As the only city represented at the Forum, there was high interest in San Francisco's experience and policy statements (including the Board of Supervisor's resolution approved last week). I shared some of San Francisco's experiences with testing and deployment of driverless passenger services and underscored the need for high quality research and reporting on early deployments of AVs as well as inclusion of more state and local entities in the framework development process.

This week, we noted Waymo's application to the CA PUC for a commercial passenger services deployment permit and will look forward to meeting regularly with them as we are doing with Cruise, to promote effective communication and coordination regarding their San Francisco operations and the evolution of this important sector.

## LOCAL ISSUES

**Reducing Emissions from Urban Goods Movement - Transportation Authority receives Carbon Neutral Cities Alliance Grant.** Transportation Authority staff provided technical analysis and policy advising to inform the City's Climate Action Plan (CAP), adopted in 2021. Among the many strategies for meeting carbon reduction goals, the CAP calls for reducing emissions from goods movement. The City is also a member of the Carbon Neutral Cities Alliance (CNCA), a collaboration of leading global cities working to achieve ambitious near-term carbon reduction targets. This fall, CNCA awarded the Transportation Authority, in collaboration with the other CAP member agencies, \$100,000 in grant funding to conduct the Decarbonizing Downtown Goods Movement Study, focused on supporting small businesses in Equity Priority Communities. Through peer research and engagement with our business and shipping communities, this study will identify promising strategies for reducing carbon emissions from urban freight operations and exchange insights with other cities who are piloting innovative approaches in this sector. We anticipate seeking matching funds for the CNCA grant from Prop K in the coming months and a study kickoff in the new year. For more information, contact Rachel Hiatt, Deputy Director for Planning at [Rachel.Hiatt@sfcta.org](mailto:Rachel.Hiatt@sfcta.org).

**Ocean Avenue Mobility Action Plan - Task Force Identifies Several Projects To Advance.** On November 16, 2022 the Ocean Avenue Mobility Action Plan Task Force held its fourth meeting, Transportation Authority staff gave a presentation recapping task force activities so far, outreach findings from the second round of public engagement, and the small and large projects to be considered for



advancement. After discussion, task force members were polled on the small and large projects and voted to advance two large projects: Shared Pedestrian and Bike Path Improvements and the K-Ingleside Muni Forward project. They also voted for two small projects to be advanced: Ocean Ave Pedestrian Safety Improvements and Ocean Ave Speed Management Improvements. The Task Force is expected to identify a third small project to advance at the next task force meeting in early 2023. More information on the plan can be found at [www.sfcta.org/projects/ocean-avenue-mobility-action-plan](http://www.sfcta.org/projects/ocean-avenue-mobility-action-plan).

## PROJECT DELIVERY

**BART completes Powell Street Station Modernization – Prop K Sales Tax Supports Redesigned Entry-Way, New Faregates and More.** On November 22, Chair Mandelman joined transportation leaders from BART and SFMTA, Mayor London Breed, Union Square Alliance, and more to celebrate the completion of the Powell Station Modernization Project. The project will improve safety, security, and BART and Muni passenger circulation at one of the busiest stations in the city. The completed work includes remodeled and reopened public restrooms, the relocation of ticket vending machines and fare gates, new wayfinding maps, a ceiling art installation, and fare evasion barriers. The station improvements were funded in part with \$1 million in Prop K funds approved by the Board in 2018 and 2019.

**California Transportation Commission (CTC) Approves Funds for West Side Bridges – Senate Bill (SB) 1 Local Partnership Program Help Close Construction Funding Gap.** At its December 8th meeting, the CTC approved \$9.056 million in SB 1 Local Partnership Program formula funds for the West Side Bridges project. This amount includes \$5 million from the Bay Area Toll Authority's (BATA's) share of formula funds and \$4.056 million from the Transportation Authority's share. I'd like to thank CTC Commissioners Bradshaw, Grisby, Davis, and Guardino for supporting the funding and the project. This funding brings us another step closer to awarding the construction contract in March. We continue to actively track and support upcoming December and January actions by Caltrans, the Treasure Island Development Authority, and MTC, that together with the recommended Transportation Authority actions will fully fund the West Side Bridges.

**Downtown Rail Extension – Integrated Team Prepares for Upcoming Milestones.** With the passage of Prop L last month, the multi-agency DTX Project Team is actively preparing a key submittal to the Federal Transit Administration (FTA) this coming February, to request entry in the FTA Engineering phase of the project. We are working with the Transbay Joint Powers Authority (TJPA) and Caltrain to develop the project's funding plan, financial plan, and travel demand forecasts, as key components of this submittal. We are also reviewing the project's designs and construction cost estimates together with CCSF colleagues. Next year the FTA will conduct a comprehensive review of DTX, in advance of the project's planned August 2023 request for a multi-billion-dollar FTA Capital Investment Grant. The FTA has recently appointed its project management oversight consultant, who will conduct this review in cooperation with the DTX Project Team. We are also continuing our partnership with TJPA and the Mayor's Office on joint advocacy efforts to secure key state and federal grants to the project, including



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upcoming opportunities for Federal Railroad Administration Federal-State Partnership and the state Transit Intercity Rail Capital Program.

## MANAGEMENT AND ADMINISTRATION

**COMTO names the Transportation Authority this year's Civic Equity Champion.** - We were honored to receive this year's Civic Equity Champion award from the Northern California chapter of COMTO, the industry group dedicated to advancing equity in transportation. In accepting the award on behalf of the agency, I highlighted the Proposition L expenditure plan development effort as an example of how equity played a leading role. Indeed, equity was central to the outreach process, the prioritization of investments in the Expenditure Plan, and will guide implementation.

**Transportation Authority Earns Agency Recognition Award from ACEC.** The Transportation Authority was presented with the Agency Recognition Award from the Bay Bridge chapter of the American Council of Engineering Companies or ACEC). The award goes to agencies that "support, educate, connect, and advocate" for ACEC member firms to build a better California and Chapter President Jack Gerwick noted the Transportation Authority's participation in the chapter's luncheon lecture series and DBE outreach efforts. We are deeply appreciative of this recognition and look forward to continued partnership with ACEC firms.

**Oliver Wyman names San Francisco top city in Urban Mobility Readiness Index.** San Francisco ranked #1 of 60 major cities worldwide in preparedness for mobility's next chapter, according to consulting firm Oliver Wyman. The annual ranking, performed in partnership with the University of California, Berkeley, cited San Francisco's rich ecosystem of travel options, both public and private, among the factors leading to the city's top ranking. During a forum discussing the report's findings last week, I highlighted San Francisco's goals and initiatives around safer streets, more reliable transit, congestion reduction and improved air quality. More information about the ranking is available at <https://www.oliverwymanforum.com/mobility/urban-mobility-readiness-index-2022.html>