



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, February 28, 2023, 10:00 a.m.  
**LOCATION:** Legislative Chamber, Room 250, City Hall (hybrid)  
 Watch SF Cable Channel 26 or 99  
 (depending on your provider)  
 Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2486 525 3998 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

**COMMISSIONERS:** Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

**CLERK:** Elijah Saunders

### **Remote Access to Information and Participation**

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.



ITEM	PAGE
1. Roll Call	
2. Chair’s Report - <b>INFORMATION</b>	
3. Executive Director’s Report - <b>INFORMATION</b>	
4. Approve the Minutes of the February 14, 2023 Meeting – <b>ACTION*</b>	<b>5</b>

### **Consent Agenda**

ITEM	PAGE
5. <b>[Final Approval]</b> Appoint Mariko Davidson to the Community Advisory Committee – <b>ACTION*</b>	<b>13</b>
6. <b>[Final Approval]</b> Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests – <b>ACTION*</b>	<b>21</b>
<p><b>Projects:</b> SFCTA: Decarbonizing Downtown Business Deliveries Study (Prop K \$50,000). SFMTA: J Church Muni Forward (Prop K \$3,184,360), Great Highway Signal Upgrade - Additional Funds (Prop K \$480,000), FY23 Vision Zero Quick Build Program Implementation (Prop K \$345,143, TNC Tax \$2,000,000), M Ocean View Transit Reliability and Mobility Improvements (Prop AA \$1,000,000). SFPW: Alemany Interchange Improvement Phase 2 - Additional Funds (Prop K \$178,791), Innes Avenue Sidewalk Improvements (Prop AA \$179,000).</p>	
7. <b>[Final Approval]</b> Adopt the Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria – <b>ACTION*</b>	<b>35</b>
8. <b>[Final Approval]</b> Approve the 2023 State and Federal Legislation Program – <b>ACTION*</b>	<b>45</b>
9. <b>[Final Approval]</b> State and Federal Legislation Update – <b>ACTION*</b>	<b>61</b>
<p><b>Support:</b> Assembly Constitutional Amendment 1 (Aguiar-Curry)</p>	

### **End of Consent Agenda**

ITEM	PAGE
10. Metropolitan Transportation Commission’s Transit Regional Network Management Update – <b>INFORMATION*</b>	<b>65</b>
11. Transit Fiscal Cliff Update: BART, Muni, Caltrain – <b>INFORMATION*</b>	<b>85</b>

### **Other Items**

ITEM	
12. Introduction of New Items – <b>INFORMATION*</b>	



## ITEM

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

**13. Public Comment****14. Adjournment****\*Additional Materials**

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Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; [www.sfethics.org](http://www.sfethics.org).

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# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, February 14, 2023

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:00 a.m.

**Present at Roll Call:** Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

**Absent at Roll Call:** Commissioner Safai (entered during item 4) (1)

### **2. [Final Approval on First Appearance] Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - ACTION\***

There was no public comment.

Commissioner Walton moved to approve the resolution, seconded by Commissioner Dorsey.

The resolution was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

### **3. Approve the Minutes of the January 24, 2023 Meeting - ACTION\***

During public comment, Roland Lebrun corrected the transcription of his public comment under item 12 at the January 24, 2023, Board meeting. The minutes stated that he did not support the Transbay Joint Powers Authority's decision to switch the high speed rail tunnel design from three tunnels to two, when he had said he did support it. Transportation Authority staff replied that they would amend the minutes to reflect this.

Commissioner Melgar moved to approve the minutes as amended, seconded by Commissioner Waton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

### **4. Community Advisory Committee Report - INFORMATION\***

Kat Siegal, Vice Chair of the Community Advisory Committee (CAC), reported that the CAC voted to re-elect Chair Kevin Ortiz and herself as Vice Chair for 2023, and they also welcomed new District 4 member Calvin Ho. She stated that the bulk of the CAC



meeting was spent discussing the Prop K grouped allocations that were also on the Board's agenda, focusing on the Quick-Build Implementation and J Church Muni Forward design phase funding requests. Ms. Siegal expressed Chair Ortiz's concerns with the San Francisco Municipal Transportation Agency (SFMTA) being behind schedule and his request for a comprehensive update on project delivery of quick-builds and a list of projects in the pipeline. She stated that ultimately the quick-build request was approved. On the J Church Item, Ms. Siegal mentioned concerns with some of the improvements raised by four public commenters, that were elevated by District 8 representative Rachael Ortega's concerns about a lack of community outreach. Ms. Siegal stated that SFMTA responded to these concerns, including noting that the request would fund additional community outreach, and the remaining six funding requests were approved unanimously. Ms. Siegal wrapped up her report by stating that the CAC also approved the State and Federal Legislation Program and received presentations on the Prop L Implementation Approach and an update on Slow Streets from the SFMTA.

**5. Appoint One Member to the Community Advisory Committee - ACTION**

Amelia Walley, Analyst, presented the item per the staff memorandum.

Mariko Davidson spoke to her interest and qualifications in being appointed to the CAC.

There was no public comment.

Commissioner Safai commented that he was excited to make a motion to appoint someone who was both a mother and active user of an electric bike for the transportation of herself and her children.

Commissioner Safai moved to appoint Mariko Davidson to the CAC, seconded by Commissioner Dorsey.

The motion to appoint Mariko Davidson was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

**6. Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests – ACTION\***

Lynda Viray, Transportation Planner, and Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Safai commented on the J Church Muni Forward project and spoke in support of moving forward with the \$3 million request. He noted that his constituents have dealt with significant pedestrian safety issues along San Jose for many years and they have worked to push SFMTA to work with them on major J line improvements. He added that funding was crucial for corridor changes such as pedestrian safety redesign, robust infrastructure, traffic lights, and quick build projects. He said that there was a Mission Terrace neighborhood event for pedestrian safety on San Jose Avenue for Valentine's Day called Have a Heart. He supported the efforts of this community group in promoting pedestrian safety. Commissioner Safai acknowledged



sharing the J line with Chair Mandelman in District 8 and said he hoped to move the request forward because pedestrian issues along San Jose were neglected for a significant amount of time.

Vice Chair Melgar thanked the CAC for their robust discussion. She said these allocations represented a big investment in the southwestern part of San Francisco. She expressed appreciation for this work to increase bike and pedestrian safety. She expressed support for the J Church Muni Forward project as it ran along the border of District 7 and District 11 and was an important downtown connector for Sunnyside residents and City College.

Commissioner Preston asked if the Decarbonizing Downtown Business Deliveries Study was for bike delivery.

Deputy Director for Planning Rachel Hiatt responded that it was not necessarily for bike delivery, but bike delivery would be a possible approach that the working group could explore and recommend. She added that the Department of Environment was conducting a pilot to subsidize electric bikes for delivery. She said the Transportation Authority was in coordination with the Department of Environment and would be sharing the study with the working group.

Commissioner Preston said he was pleased to see the coordination with the Department of Environment as their pilot was underway. He stated that pilot efforts should be scaled as surveys showed a significant demand for electric bike delivery. He referenced a study where 70% of delivery drivers said they would use electric bikes but there were only 35 electric bikes being used. He said the neighborhood commercial corridors were clogged with delivery vehicles. He observed the relatively small \$50,000 and encouraged staff to be more ambitious in terms of expanding these types of efforts.

Commissioner Preston commented on the FY 23 Vision Zero Quick-Build Program Implementation (Part 1) project and recognized the scope of work for District 5 on Larkin, Leavenworth, and Golden Gate. He requested a response to the concerns CAC Vice Chair Siegal raised during the CAC Chair's remarks about why only six quick-builds were moving forward as opposed to the broader goal of 20 quick-builds annually in the Vision Zero Action Plan. He asked why there was a limited number of projects and why the identified work was not doubled or tripled.

Jamie Parks, Livable Streets Director at SFMTA, responded that the Quick-Builds identified aligned with the amount of TNC tax funds available for this particular allocation request. He explained that SFMTA worked to identify projects such as repaving or JFK Drive closure work. He said SFMTA staff looked for coordination opportunities that added up to the amount of funding available with the TNC tax. He explained that the Quick-Builds program used other funding sources like a general fund set aside for bicycle and pedestrian safety and a state earmark from Assemblymember Ting of \$1.5 million for a sloped quick-build. He said SFMTA looked for additional funding opportunities as well and recognized the need to continue advancing quick-builds faster.

Commissioner Preston asked if this item was limited by the dollars available and not by the capacity to implement.

Mr. Parks responded in the affirmative and added that their request was based on the



amount of TNC tax funds that was available for allocation.

Commissioner Preston asked what quick-build work would be completed at the JFK connections as it is at the intersection of multiple districts.

Mr. Parks responded that the purpose was to look at the connection between the JFK Promenade, Fell Street, Oak Street, and the Panhandle as the JFK connection was now closed to cars. He stated that there was a need for bigger capital investments, and said they were coordinating with San Francisco Recreation and Park. He said in addition to this coordination effort SFMTA was evaluating quick-builds to make the connection from the JFK Promenade to the Panhandle seamless. He said this would also connect with the extension of the Fell emergency bike lane into a permanent status and the Oak quick-build. He added that Oak quick-build work would start within a month and there was synergy amongst this work.

Commissioner Preston asked about the timeframe for the JFK connections work.

Mr. Parks responded that they would be working on the design process concurrently with the Oak Street quick-build. He said they were looking to begin design and outreach in March or April 2023.

Commissioner Preston commented that the intersection work was essential due to the permanent JFK closure. He said that people tried to navigate the end of the Panhandle illegally crossed over multiple lanes of traffic down Fell, and also turned from Stanyan. He stated there was an urgency to improve the weak link in the west of Divisadero east west bike travel. He expressed gratitude for SFMTA's work on these connections.

Chair Mandelman said he was not planning on voting against this request but said he had concerns. He explained that when he started on the Board of Supervisors, the J Church was the worst performing and least reliable Muni line. He previously asked the SFMTA to evaluate improvements, and this prompted about 1 ½ years of planning including community meetings, which led to some valuable ideas and some controversial ones. He said the controversial ideas included transit stop removal and consolidation, and the removal of parking. He said after the previous planning process SFMTA was asked about the benefits of the improvements that would be done and the response was that there would be two minutes of potential improvements but would include many disruptions. He added that SFMTA staff did not believe they could run the volume of cars into the tunnel as was done in pre-pandemic times and still reliable frequent service on the J. The Chair continued saying that SFMTA tried taking the J out of the tunnel, but it did not deliver the promised service on the surface to the great consternation of his constituents who rallied and advocated to have it put back in the tunnel. He said the J was back in the tunnel but had the worst service since his time on the Board with 20-to-30-minute wait times. He expressed frustration and said he has requested for over a year that SFMTA evaluate changes to make the J work, not negatively impact tunnel operations, and deliver more frequent and reliable service on the surface. He understood that SFMTA had staffing shortages and different challenges but said he was shocked that SFMTA wanted to start another conversation about changes to the J Church without a broader vision for the transit line. He requested to hear from SFMTA about the improvements were planned outside District 8 on the stretch of San Jose because there were dangers there that required improvement and wanted to know how much





of the \$3 million was being applied to that specific work and what other improvements would people see.

Felipe Robles, J Church Muni Forward Project Manager at SFMTA responded that there were two different aspects to improving the J Church to consider. He said the first aspect was the capital piece where funding would go towards improvements such as transit stop improvements and surface work on the line between Church and Duboce down to Balboa Park. He said the second aspect related to service and how the line operated on the street and in the tunnel. He stated that the \$3 million would be applied toward capital improvements and would address feedback from Commissioner Safai's Office. He said that a large part of this project was to evaluate pedestrian safety and transit reliability on Church and Market. He explained the current project was different from the 2019 project where SFMTA had initial discussions, received community feedback, and refined their designs. He explained the reason for returning to the project was due to a different perspective on Church Street, San Jose Avenue, and the Church and Market intersection. He continued by saying that his colleagues were conducting a separate parallel analysis of J Church service. He also added SFMTA would continue training and hiring operators while making operational improvements for the J. He said SFMTA were about 12 to 18 months away from a potential service increase option and would coordinate with Chair Mandelman's office on the service plan and any potential impacts.

Chair Mandelman asked if this investment was primarily about solving the San Jose and Church and Market problems and if Noe Valley need not worry.

Mr. Robles responded that a major aspect of the J transit stop improvements in the Noe Valley area included the same pedestrian safety issues that they heard from residents along San Jose Avenue. He said they were responding to the Board of Supervisors' request for SFMTA to make improvements to flag stops. He added this would allow people to get on and off the bus or the train without any parked cars or other obstructions in the street or without an active traffic lane next to the transit vehicle. He said that these improvements were also part of this project including the San Jose Avenue portion of the line as well as the Church Street portion of the line.

Chair Mandelman asked if there were any stop removals or moved stops planned in Noe Valley.

Mr. Robles responded that they did not have any stop removals in their scope. He explained their scope was preliminary but if there was community feedback on stop removal SFMTA staff could implement those in the future.

Deputy Director for Policy and Programming Anna LaForte noted with respect to the earlier discussion on the quick-build program, that staff was planning to bring an item to the Board in April to program additional TNC tax funds which could be used for quick-builds and that staff also planned to recommend funding for the residential application-based traffic calming program to enable a continuous cycle of concurrent evaluation of applications, design and implementation.

During public comment, Mark Norton commented on the J Church Muni Forward project. He was pleased to hear Mr. Robles confirm that there would be no removal of stops in this program. He said the elimination of the 29<sup>th</sup> and Church Street stop to save 15 seconds would be an accessibility issue. He shared a change.org petition



online that included 196 signatures from San Franciscans who opposed this elimination and he also brought copies of the petition with signatures. He added that the Noe Neighborhood Council also opposed the stop removal proposal. He said he hoped it would remain off scope or his group would rekindle opposition.

David Hooper from Mission Terrace commented that the pedestrian issue about the J line had gotten his neighborhood's attention since 2006 when the community worked with then Supervisor Gerardo Sandoval. He said they received one stop sign for San Jose Avenue at San Jose and Santa Innes. He continued to say that they would be having a Valentine's Day Have a Heart event to encourage SFMTA to increase traffic-controlled stops on San Jose Avenue. He explained the J line needed to increase its throughput and San Jose Avenue had timely arrival. His assessment of J Church service was that it was a subway issue, nothing he had worked as a train controller at Muni in Central Control. He added this issue has been acknowledged by SFMTA's Julie Kirschbaum and others at public meetings. He continued by stating that the list of what was proposed for the J was not created by the neighbors and that the only time there was leverage with the SFMTA or any city department was when there was money on the table. He appreciated the comments made by Commissioner Safai, Vice Chair Melgar, and Chair Mandelman and encouraged SFMTA to work with them.

Jodie Medeiros, Executive Director of Walk SF, expressed strong support for the Vision Zero Quick-Build Program Implementation funding request. She said the city made a strong commitment in its Vision Zero Action Strategy to bring safety improvements to the entire High Injury Network by 2024. She said while the City has made progress there were still about 50 miles of designated high injury streets yet to receive safety improvements. She said in reviewing 2021 and 2022 work the SFMTA had fallen short of its commitment with the number of quick-build projects completed and was not meeting this goal. She added that Walk SF and their partners were eager to understand the next set of quick-builds that would be brought forward to the Board. She noted the pause between the funding allocations Prop K and L and hoped it would not delay quick-builds in 2023. She said the Board should inquire how SFMTA plans to increase quick-builds. She said they have seen this program have positive results by implementing cost effective tools and encouraged the Board to ensure SFMTA has the resources to move faster and meet their goal of applying the toolkit on the entire High Injury Network by 2024.

Edward Mason commented on the J Church Muni Forward project improvement and explained this was the transit effectiveness program a decade ago. He said the J Church was no more or less reliable than other rail lines based on failure rates. He said subway delays materialize as surface delays and operator availability was a key element. He referenced a 2019 report that proposed 5% travel time saving. He commented that this work would be done for \$20 million and it lacked a cost benefit analysis. [Inaudible] He said community trust again was in jeopardy and the Board had a fiduciary responsibility.

Anastasia, a Noe Valley resident, said she appreciated being able to call in to provide public comment. She said the Board received a detailed letter on behalf of her community from Christopher Faust, President of Upper Noe Neighbors, to reconsider and abandon the J Church Muni Forward proposal. She said she attended the last CAC meeting and the project was up for debate. She explained CAC member Rachael Ortega from District 8 decided to move forward so the funds would be available to



study the problem further. She said the project would not achieve intended goals to reduce travel times, improve reliability along its service routes between Dubose and Balboa Park Station, and increase pedestrian safety, but would increase congestion, hinder trains and buses, and remove safe passage for pedestrians crossing Church Street. She added the project would likely have a negative effect on Upper Noe merchants on Church Street who were recovering from pandemic losses. She stated there did not seem to be any need for this project as currently described and it would be a waste of tax dollars.

Chris Faust, President of Upper Noe Neighbors, confirmed he sent a detailed letter to the Board. He said they were in favor of pedestrian safety measures and supported work along San Jose Ave. He said a concern of the J Church Muni Forward project was that the Church Street and 30<sup>th</sup> Street areas would have a negative impact on pedestrian safety by removing stop signs and replacing a traffic light at an intersection. He said Cesar Chavez and 24<sup>th</sup> Street could instead benefit from traffic lights and the J could be sped up. He said the traffic bulbs on 30<sup>th</sup> Street would divert from east bound on 30<sup>th</sup> Street and right hand turns would not be able to be made. He said this would hinder buses and the J Church.

Commissioner Safai moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

**7. Adopt the Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION\***

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Melgar moved to approve the item, seconded by Commissioner Dorsey.

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

**8. Approve the 2023 State and Federal Legislation Program – ACTION\***

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum

There was no public comment.

Commissioner Melgar moved to approve the item, seconded by Commissioner Engardio.

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

**9. State and Federal Legislation Update - ACTION\***

Mark Watts, Sacramento Advocate, presented the item per the staff memorandum.



During public comment, Eileen Boken, Coalition for San Francisco Neighborhoods spoke on her own behalf in opposition to the Transportation Authority's support for Assembly Constitutional Amendment 1(Aguilar Curry). She references that the Yes on L campaign spent \$1.5 million and the No on L campaign spent \$2,000 which made it noncompetitive. She stated that the money in campaigns creates an uneven playing field that this amendment would exacerbate that problem.

Commissioner Melgar moved to approve the item, seconded by Commissioner Stefani.

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

**10. Visitacion Valley Community Based Transportation Plan Update — INFORMATION\***

Christopher Kidd, SFMTA Transportation Planner, presented the item per the staff memorandum.

Commissioner Ronen shared her excitement for the project and spoke positively about how the study asked community members to prioritize projects and how it was conducted.

Commissioner Walton shared that he agreed with Commissioner Ronen.

There was no public comment.

**11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2022 — INFORMATION\***

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

## **Other Items**

**12. Introduction of New Items - INFORMATION**

There were no new items introduced.

**13. Public Comment**

There was no public comment.

**14. Adjournment**

The meeting was adjourned at 11:28 a.m.



## Memorandum

### AGENDA ITEM 5

**DATE:** February 2, 2023  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo - Chief Deputy Director  
**SUBJECT:** 2/14/2023 Board Meeting: Appoint One Member to the Community Advisory Committee

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There are two open seats on the 11-member CAC, one of which requires Board action at this time. Commissioner Safai is ready to nominate a candidate (Mariko Davidson) to fill the vacancy left when the previous representative did not seek reappointment after their term expired. The current roster of CAC members is included in Attachment 1. The application for the District 11 candidate is included in Attachment 2. We note that the District 1 office is currently evaluating potential candidates to fill the other current vacancy on the CAC. Applications can be submitted through the Transportation Authority's website at <a href="http://www.sfcta.org/cac">www.sfcta.org/cac</a>.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointment</li> </ul>
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### DISCUSSION

The selection of each member is approved at-large by the Board; however the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."



An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at [www.sfcta.org/cac](http://www.sfcta.org/cac).

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

### **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2022/23 budget.

### **CAC POSITION**

None. The CAC does not make recommendations on the appointment of CAC members.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application (Ms. Davidson)
- Attachment 3 - Resolution



**San Francisco  
County Transportation  
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

**Attachment 1  
Updated 1.31.23**

**Community Advisory Committee Members**

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			1				
VACANT			11				
Calvin Ho	M	N/A	4	Outer Sunset	Business, Disabled, Environment, Social and racial justice, Labor, Neighborhood, Public Policy, Senior	December 2023	December 2025
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz, Chair	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024
Rachael Ortega	F	C	8	NP	Business;Environment;Social and racial justice;Neighborhood;Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2024

\*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



## San Francisco County Transportation Authority

### Application for Membership on the Community Advisory Committee

<b>Mariko</b>	<b>Davidson</b>	<b>Female</b>	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
<b>Prefer not to say</b>			
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
<b>District 11</b>	<b>Ingelside</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

#### Statement of qualifications:

Mission-driven, entrepreneurial leader with 15 years of experience working in the new mobility and climate space-- including strategy, policy, operations, planning, research, and gov affairs-- for sustainable, equitable cities.

Mother of two, e-bike commuter, slow streets activist, urban planner, surfer.

#### Statement of objectives:

Improve walking and biking infrastructure across District 11 so parents and children feel safe walking and biking their children to school. We can do this by: increasing the number of Slow Streets to create a network, work with schools on "Bike Bus" programs (where kids + parents bike collectively to school), organize the bicycle community locally and get input on infrastructure improvements, advocate and enable pedestrian and cycling infrastructure programs in the district.



San Francisco County Transportation Authority  
Application for Membership on the Community Advisory Committee

**Please select all categories of affiliation or interest that apply to you:**

Environment;Neighborhood;Public Policy

**Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):**

Not sure

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

**Mariko Davidson**      **1/12/2023**

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NAME OF APPLICANT

DATE

# MARIKO MURA DAVIDSON

San Francisco, California

- Experience**
- FORD NEXT, LLC** Sept '22 - present  
 Electrification Partnerships Lead San Francisco, California
- *Partnerships*: Brokering commercial partnerships on EV Charging infrastructure for new business.
  - *Product Development*: Leading A/B testing on in-vehicle charging software development.
  - *Business Development*: Build strategic relationships with policy makers, government leaders, DOTs, MTAs, MPOs, Mayor's Offices, State entities for new business markets.
- FORD MOBILITY / AUTONOMOUS VEHICLE, LLC** Jan '18 - Sept '22  
 Head of Mobility Engagement - West Coast San Francisco, California
- *Gov Affairs / Strategy*: Led city selection process for 50+ markets; wrote regulatory assessment / reviews; led AV campaigns for pre-market enablement; developed "market engagement strategy"
  - *Business Operations*: Supported establishment of new market HQs (state / local tax incentives, real estate planning, permitting, stakeholder engagement); led AV Incident Reporting Guide
  - *Thought Leadership*: Internal policy memos led to company response to USDOT RFI on Transportation Equity 2021; represented Ford Mobility on speaker circuit, forums, advisories.
  - *Business Development*: Built strategic relationships with policy makers, government leaders, DOTs, MTAs, MPOs, Mayor's Offices, State entities for mobility markets. Managed eight states to advance new mobility partnerships to scale, support RFPs, manage local field teams.
- MICROSOFT** Aug '16 - Jan '18  
 Civic Partnerships Manager San Francisco, California
- Sourced, structured, & closed partnerships to leverage cloud technology for the public good.
  - Built strategic relationships with electeds, civic leaders, non-profits, universities.
  - Led new mobility data tech partnership with ITDP. Brokered LinkedIn Learning & San Francisco Mayor's Office partnership. Cultivated community partners: Lighthouse for the Blind, SF Bicycle Coalition, WalkSF. External spokesperson on civic innovation, \$500K portfolio.
- CITY COUNCIL, CITY OF CAMBRIDGE** June – Nov '15  
 Political Candidate Cambridge, Massachusetts
- 3rd runner up, defeated by 149 votes. Grassroots campaign on active transportation; dollar-to-vote ratio of \$17/vote (compared to \$45+/vote ave). Endorsements: Ward 6 Dems, Bike Safe Boston.
- COMMONWEALTH OF MASSACHUSETTS** May '14 – June '15  
 Director, Open Data Initiative Boston, Massachusetts
- Built MassData, now the Office of Data Management & Outcomes Assessment for Mass.gov. Brokered first multi-municipal data sharing partnership: Boston, Cambridge, Somerville.
- MAYOR'S OFFICE, CITY OF BOSTON** June – Sep '13  
 Fellow, New Urban Mechanics Boston, Massachusetts
- Led mobility pilots leveraging maker technology for active transportation & inclusive education.
- INSTITUTE FOR TRANSPORTATION & DEVELOPMENT POLICY (ITDP)** June - Aug '12  
 Analyst Ahmedabad, India
- Developed Non-Motorized Transportation plan for Rajkot City. GIS mapping & data visualization.
- EAST-WEST CENTER** March '07 – Sep '10  
 Curator on Cities Honolulu, Hawaii
- Created Mayor's Urban Asia Dialog for city leaders in 22 countries on urban planning issues.
- Education**
- MASSACHUSETTS INSTITUTE OF TECHNOLOGY** Cambridge, Massachusetts  
 Master in City Planning 2013



**San Francisco  
County Transportation  
Authority**

BD021423

RESOLUTION NO. 23-31

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RESOLUTION APPOINTING MARIKO DAVIDSON TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is a vacancy on the CAC resulting from one member’s term expiration in September, 2022, and

WHEREAS, At its February 14, 2023, meeting, the Board reviewed and considered all applicants’ qualifications and experience and recommended appointing Mariko Davidson to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Mariko Davidson to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

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## Memorandum

**AGENDA ITEM 6**

**DATE:** January 26, 2023  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 2/14/2023 Board Meeting: Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$3,664,360 in Prop K funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. J Church Muni Forward (\$3,184,360)</li> <li>2. Great Highway Signal Upgrade - Additional Funds (\$480,000)</li> </ol> <p>Allocate \$178,791 in Prop K funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>3. Alemany Interchange Improvement Phase 2 - Additional Funds</li> </ol> <p>Appropriate \$50,000 in Prop K funds, with conditions, for:</p> <ol style="list-style-type: none"> <li>4. Decarbonizing Downtown Business Deliveries Study</li> </ol> <p>Allocate \$179,000 in Prop AA funds to SFPW for:</p> <ol style="list-style-type: none"> <li>5. Innes Avenue Sidewalk Improvements</li> </ol> <p>Allocate \$1,000,000 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> <li>6. M Ocean View Transit Reliability and Mobility Improvements</li> </ol> <p>Allocate \$345,143 in Prop K funds and \$2,000,000 in TNC Tax funds to SFMTA for:</p> <ol style="list-style-type: none"> <li>7. FY23 Vision Zero Quick-Build Program Implementation (Part 1)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **DISCUSSION**

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

**FY23 Vision Zero Quick-Build Program Implementation (Part 1).** We are recommending an allocation of \$345,143 in Prop K funds and \$2 million in TNC Tax funds for the SFMTA's Fiscal Year 2022/23 (FY 2022/23) quick-build program. This is the first of two requests for TNC Tax funds that we will recommend for this project. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects in FY 2020/21 and FY 2021/22. This recommendation would allocate the remaining \$2 million in funds programmed to this project.

TNC Tax revenues have been increasing as the City's economic recovery progresses. Based on TNC Tax revenue collections through November 30, 2022, we now have \$5,731,782 in TNC Tax revenues to program and allocate to Vision Zero capital projects. SFMTA has requested and we are supportive of using \$2,451,857 of this revenue to fully fund the remaining need for the FY23 quick-build program (Part 2 of the current request).

Meanwhile, we are coordinating with SFMTA staff on developing a recommendation for programming at least the remaining TNC TAX revenues that we have received to additional eligible projects such as the Application-Based Residential Traffic Calming Program and new and upgraded traffic signals. This process will be informed by the parallel process to program Prop L sales tax funds. In April 2023, we anticipate bringing a TNC programming action recommendation to the Board along with a concurrent allocation request for an additional \$2,451,857 in TNC Tax funds to fully fund the FY23 Vision Zero Quick-Build Program Implementation.

## **FINANCIAL IMPACT**

The recommended action would allocate \$4,188,294 in Prop K funds and appropriate \$50,000 in Prop K funds with conditions, allocate \$1,179,000 in Prop AA funds, and allocate \$2,000,000 in TNC Tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K, Prop AA, and TNC Tax Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.



Sufficient funds are included in the Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

### **CAC POSITION**

The CAC considered this request at its January 25, 2023 meeting and unanimously adopted motions of support for the staff recommendation, voting separately on the SFMTA's FY 2022/23 quick-build program. With respect to the quick-build program, Chair Ortiz requested a historic look at project delivery for quick-builds, a look at which projects are underway or in the pipeline to proceed, and how the pace of quick-build delivery positions SFMTA to reach the Vision Zero goal of no traffic fatalities by 2024. We will work with SFMTA to present this information to the CAC and Board when we bring the aforementioned TNC Tax guidelines and programming recommendations to these bodies this spring.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K, Prop AA, and TNC Allocation Summaries - FY 2022/23
- Attachment 5 - Resolution
- Enclosure - Allocation Request Forms ([7](#))

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
								Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1	SFMTA	J Church Muni Forward	\$ 3,184,360			\$ 4,090,000	82%	22%	Design	8, 11
Prop K	33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			\$ 800,000	41%	40%	Design	4
Prop K	39	SFPW	Aleman Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			\$ 2,758,685	28%	94%	Construction	9
Prop K	43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			\$ 150,000	54%	67%	Planning	3, 5, 6
Prop AA	Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		\$ 179,000	NA	0%	Design	10
Prop AA	Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		\$ 3,460,000	NA	71%	Design	11
TNC Tax/Prop K	Quick- Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	\$ 2,345,143	NA	0%	Design, Construction	Citywide
<b>TOTAL</b>				<b>\$ 4,238,294</b>	<b>\$ 1,179,000</b>	<b>\$ 2,000,000</b>	<b>\$ 13,782,828</b>	<b>30%</b>	<b>44%</b>		

## Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.



Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
1	SFMTA	J Church Muni Forward	\$ 3,184,360			<p>Funds would be used to design improvements to support transit reliability and faster travel times on the J Church corridor between Duboce Avenue and Balboa Park Station. The project scope includes various enhancements, such as transit stop placement optimization, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA expects to complete the design phase by Spring 2025 and have the project open for use by Summer 2027.</p>
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			<p>This request is for additional funding needed to complete design for the Great Highway Signal Upgrade project which will replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street. These signals are prone to corrosion and failure due to their proximity to the ocean and wind, water and sun exposure. The project will replace all existing signal infrastructure including poles, signal heads, controllers and subsurface conduits, and install new accessible (audible) pedestrian-activated signals to improve safety for vision-impaired pedestrians. SFMTA expects to complete the design phase by December 2023. The project would be open for use by June 2025, subject to funding availability for construction.</p> <p>In 2019 the Transportation Authority allocated \$220,000 in Prop K funds for the project's design phase. Since then, the cost has increased from \$320,000 to \$800,000 due to the addition of curb ramp scope. The subject request would fund design of curb ramps in the project area that the SFPW Disability Access Coordinator has determined necessary to meet current accessibility requirements. Initial planning also did not account for the construction of curb ramps resulting from excavation necessary to replace electrical service connections to PG&amp;E infrastructure located on the Lower Great Highway and La Playa Street.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
39	SFPW	Alemanly Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			<p>Funds would be used to implement recommendations from the Alemany Interchange Improvement Study to improve safety and accessibility along Alemany Boulevard where US 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect. Construction is underway to build a pathway for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemany Farmer's Market. To date all of the civil (roadway and concrete), sewer (piping and catch basins), electrical (conduit) and structural (pole foundations) work has been completed at the Alemany westbound crossing, along with the grading and concrete work associated with the new pathway, less the curb ramps on either end. Remaining work includes the Alemany eastbound and San Bruno crossings, along with all of the traffic signal, lighting, and landscaping scopes project wide. The project is expected be open for use by Spring 2023.</p> <p>This request would cover a portion of the \$237,000 cost increase on the project, which is due to several factors. The project team identified additional costs for improving traffic signals and pedestrian lighting that were not identified in the conceptual and early stages of design. In addition, the project team initially anticipated \$100,000 in savings from the design and environmental phases, however much of that savings was depleted because of an extended design phase due to coordination on required design changes with Caltrans (a portion of the project limits are within Caltrans ROW). Construction soft costs also increased due to delays in Caltrans issuing the encroachment permit and subsequent amendments to delegated maintenance agreement.</p>
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			<p>This request will fund the convening of a community led working group of local businesses in downtown Equity Priority Communities to consider zero emission delivery strategies. The study originates with two of the strategies recommended in the City's 2021 Climate Action Plan and the San Francisco Transportation Plan 2050 to reduce emissions from goods movement, and to consider congestion pricing to reduce vehicle miles traveled. This request would provide funding to augment a grant from the Carbon Neutral Cities Alliance awarded to SFCTA in Summer 2022. The study includes ongoing involvement from SFMTA and Department of Environment including development of the implementation plan and working group meetings. Upon completion, expected by Spring 2024, staff will present the final plan to the Board for approval.</p>
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		<p>This request will fund the design of pedestrian safety and accessibility along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. Design is expected to be complete by Fall 2023, and the project is anticipated to be open for use by Fall 2025.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		Requested funds will be used to design improvements that support transit reliability and faster travel times on the M Ocean View corridor between Junipero Serra/19th Ave and Balboa Park Station. The project scope includes various enhancements throughout the corridor, such as transit stop placement optimization, traffic signals, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA anticipates completing the design phase by Spring 2025 and the project would be open for use by Summer 2027.
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	<p>The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more. The Prop K and \$2 million in TNC Tax funds requested for Part 1 would fully fund design and partially fund the construction phase for 8 corridors listed in the allocation request form, to-be-identified spot improvements, program management, program evaluation, and outreach. SFMTA plans to finish design by Spring 2025 and start construction in 2023 at various locations across the city, with all improvements open for use by Fall 2025, subject to funding availability.</p> <p>SFMTA has divided this project into two parts to allow design work to begin quickly while we work with SFMTA on developing a programming recommendation for the TNC tax program now that collections are increasing and we have a small, but growing cash balance of ~\$5.7 million. The \$2 million in TNC Tax funds requested for Part 1 are programmed for the Vision Zero Quick Build Program.</p>
<b>TOTAL</b>			<b>\$4,238,294</b>	<b>\$1,179,000</b>	<b>\$2,000,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
1	SFMTA	J Church Muni Forward	\$ 3,184,360			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP to reprogram \$3,184,360 from Muni Forward Placeholder to the subject project. See enclosed 5YPP amendment for details.
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Signals and Signs 5YPP to reprogram \$480,000 from the construction phase of the Great Highway Signal Upgrade project to the design phase. See enclosed 5YPP amendment for details.
39	SFPW	Alemany Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$178,791 from Grove Street/Civic Center Improvements to the subject project. The Grove Street project was supposed to follow the completion of the Civic Center Public Realm Plan from SF Planning, however, that plan has not been completed so these funds are not needed at this time. See enclosed 5YPP amendment for details.
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Transportation Demand Management 5YPP to reprogram \$40,000 from deobligated funds and \$10,000 from TSP Evaluation Tool to the subject project. This amendment would reduce TSP Evaluation Tool funds. SFCTA does not plan to request these funds at this time. See enclosed 5YPP amendment for details.
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		

Attachment 3: Staff Recommendations<sup>1</sup>

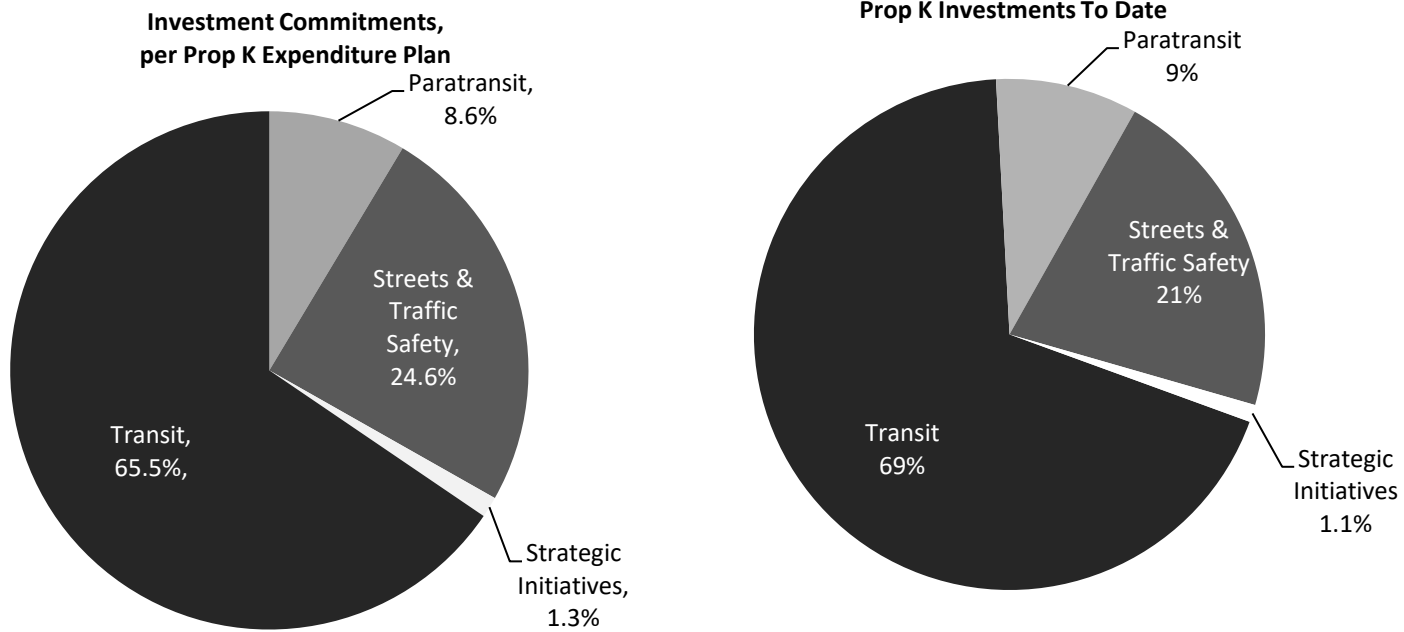
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$2,000,000	<p><b>Note:</b> This is the first of two requests for TNC Tax funds for the SFMTA's FY23 quick-build program. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects. This recommendation would allocate the remaining \$2 million in funds programmed for Vision Zero Quick-Builds. In April 2023, as part of a larger TNC Tax programming request, we plan to bring a recommendation to the Board to program and allocate an additional \$2,451,857 in TNC Tax funds to fully fund the construction phase for the quick-build scope of work in the enclosed Allocation Request Form.</p>
<b>TOTAL</b>			<b>\$ 4,238,294</b>	<b>\$ 1,179,000</b>	<b>\$ 2,000,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY2022/23**

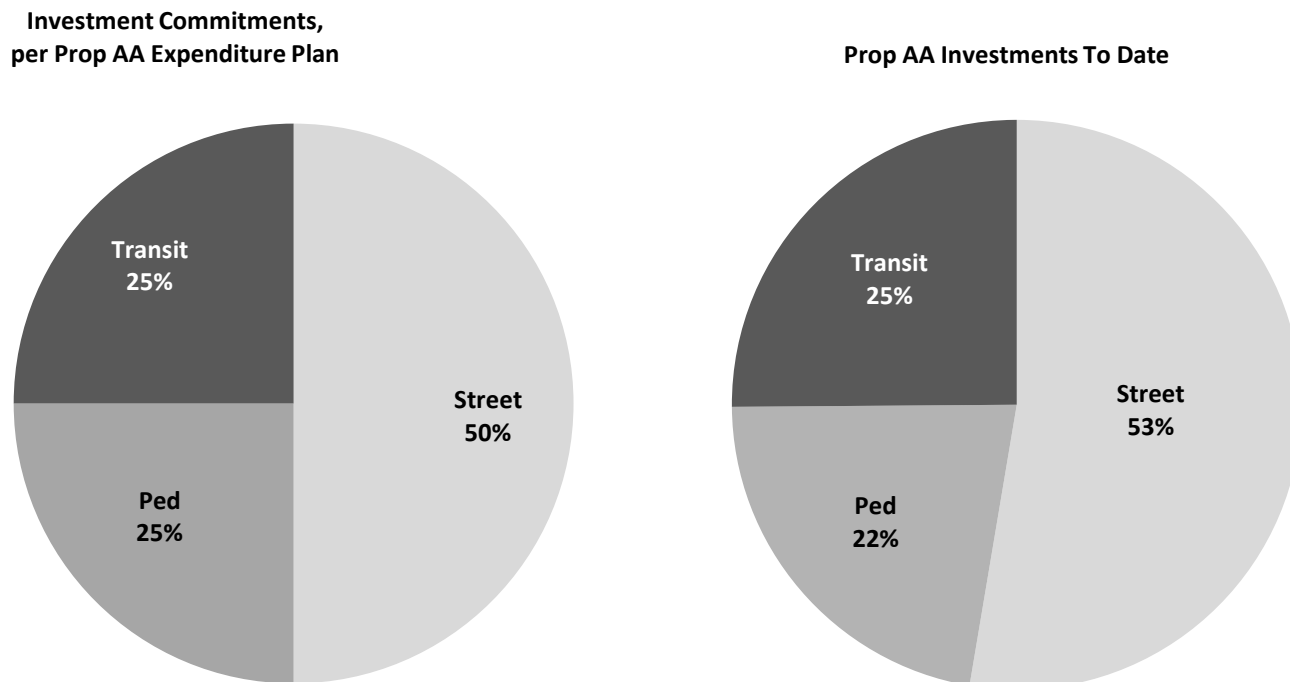
<b>PROP K SALES TAX</b>					
<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 57,977,476	\$ 17,832,265	\$ 15,678,889	\$ 22,649,601	\$ 1,816,721
Current Request(s)	\$ 4,238,294	\$ 290,791	\$ 2,018,000	\$ 1,929,503	\$ -
New Total Allocations	\$ 62,215,770	\$ 18,123,056	\$ 17,696,889	\$ 24,579,104	\$ 1,816,721

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.



<b>PROP AA VEHICLE REGISTRATION FEE</b>					
<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 1,324,000	\$ -	\$ 162,000	\$ 662,000	\$ 500,000
Current Request(s)	\$ 1,179,000	\$ 94,750	\$ 484,250	\$ 350,000	\$ 250,000
New Total Allocations	\$ 2,503,000	\$ 94,750	\$ 646,250	\$ 1,012,000	\$ 750,000

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).



**Attachment 4.**  
**Prop K Allocation Summary - FY2022/23**

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -
New Total Allocations	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).



RESOLUTION ALLOCATING \$4,188,294 AND APPROPRIATING \$50,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS; ALLOCATING \$1,179,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS; AND ALLOCATING \$2,000,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests for a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA vehicle registration fee funds, and \$2,000,000 in Traffic Congestion Mitigation Tax or TNC Tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety, and Transportation Demand Management; and from the Pedestrian Safety and Transit Reliability and Mobility Improvements categories of the Prop AA Expenditure Plan; and from the Quick-Builds category of the TNC Tax Program Guidelines; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Three of the seven requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The SFMTA's request for the J Church Muni Forward requires amendment of the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's request for the Great Highway Signal Upgrade - Additional Funds requires amendment of the Prop K Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFPW's request for the Alemany Interchange Improvement Phase 2 - Additional Funds requires amendment of the Prop K Bicycle Circulation and Safety 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority's request for the Decarbonizing Downtown Business Deliveries Study requires amendment of the Prop K Transportation Demand





Management 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority previously has approved programming of \$2,000,000 TNC Tax funds for the FY23 Vision Zero Quick-Build Program (Part 1); and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K, Prop AA, and TNC Tax allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; and

WHEREAS, At its January 25, 2022 meeting, the Community Advisory Committee (CAC) was briefed on the subject request and unanimously adopted motions of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety and Transportation Demand Management 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$4,188,294 and appropriates \$50,000 in Prop K funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, TNC Tax Program Guidelines, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the



Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K and Prop AA Strategic Plans and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA/TNC Allocation Summaries - FY 2022/23

Enclosure

1. Prop K/Prop AA/TNC Allocation Request Forms (7)



## Memorandum

### AGENDA ITEM 7

**DATE:** January 26, 2023  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 2/14/2022 Board Meeting: Adopt Fiscal Year 2023/24 Transportation Fund for Clean Air Local Expenditure Criteria

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Adopt the Fiscal Year (FY) 2023/24 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p><b>SUMMARY</b></p> <p>The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions. As the County Program Manager for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco’s share of TFCA funds. Our proposed FY 2023/24 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District’s TFCA policies for FY 2023/24. The criteria establish a prioritization methodology for applicant projects, based on project type, emission reduction benefits, program diversity, project readiness, and sponsor’s project delivery track record. Additional criteria give higher priority to projects that benefit Equity Priority Communities, demonstrate community support, and, for applicants that are not public agencies, include commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2023/24 call for projects for approximately \$850,000.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **BACKGROUND**

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards sixty percent of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e., bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated County Program Managers, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the County Program Manager Fund Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the County Program Manager Fund. The latest guidance document (enclosed) includes policy changes, such as increasing the cost-effectiveness eligibility limit (e.g. making it easier to qualify) for Existing First- and Last-Mile Connections, clarifying that that all project types must complete environmental review/approval requirements if applicable, and removing the Arterial Management project category to promote projects that have lengthier emission reduction benefits. Telecommuting Demonstration Projects are also included as a new project type, which includes costs such as remote work training and telework project management tools.

As in past years, any public agency may be a project sponsor for a TFCA-funded project. Private entities may sponsor vehicles projects such as alternative-fuel vehicles and infrastructure projects, or partner with public agencies for all other project types.

## **DISCUSSION**

Our proposed FY 2023/24 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2023/24. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA County Program Manager Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Upon application, projects first undergo an eligibility screening. As in prior years, only projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. The prioritization criteria include consideration of the following factors:



- Project type (e.g., highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g., ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Equity Priority Communities
- Investment from Non-Public Project Sponsors or Partners, if applicable
- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects).

We continue to work with the Air District and other County Program Managers to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the County Program Manager's more flexibility to address each county's unique air quality challenges and preferred methods of mitigating mobile source emissions.

**Next Steps.** Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 3, 2023. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2023/24 program of projects to the Community Advisory Committee in May and the Board in June 2023 for approval. Attachment 2 details the proposed schedule for the FY 2023/2024 TFCA call for projects.

## **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted FY 2022/23 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately \$850,000 in local TFCA funds to eligible San Francisco projects and to receive about \$45,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2023/24 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

## **CAC POSITION**

The CAC considered this item at its January 25, 2023 meeting and unanimously adopted a motion of support for its approval.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Draft FY 2023/24 TFCA Local Expenditure Criteria
- Attachment 2 – Draft Schedule for FY 2023/24 TFCA Call for Projects
- Attachment 3 – San Francisco Equity Priority Communities 2021 Map



- Attachment 4 – Resolution
- Enclosure – County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2024

## Attachment 1

### Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA)

#### DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2023/24 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

#### ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2024. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2023/24 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

#### PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 – TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2023/24 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2023, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

#### Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

##### 1. Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;

- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**2. Cost Effectiveness of Emissions Reduced**– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO<sub>2</sub> emissions. However, the Air District’s calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco’s 2021 *Climate Action Plan*.

**3. Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2024 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

**5. Benefits Equity Priority Communities** – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

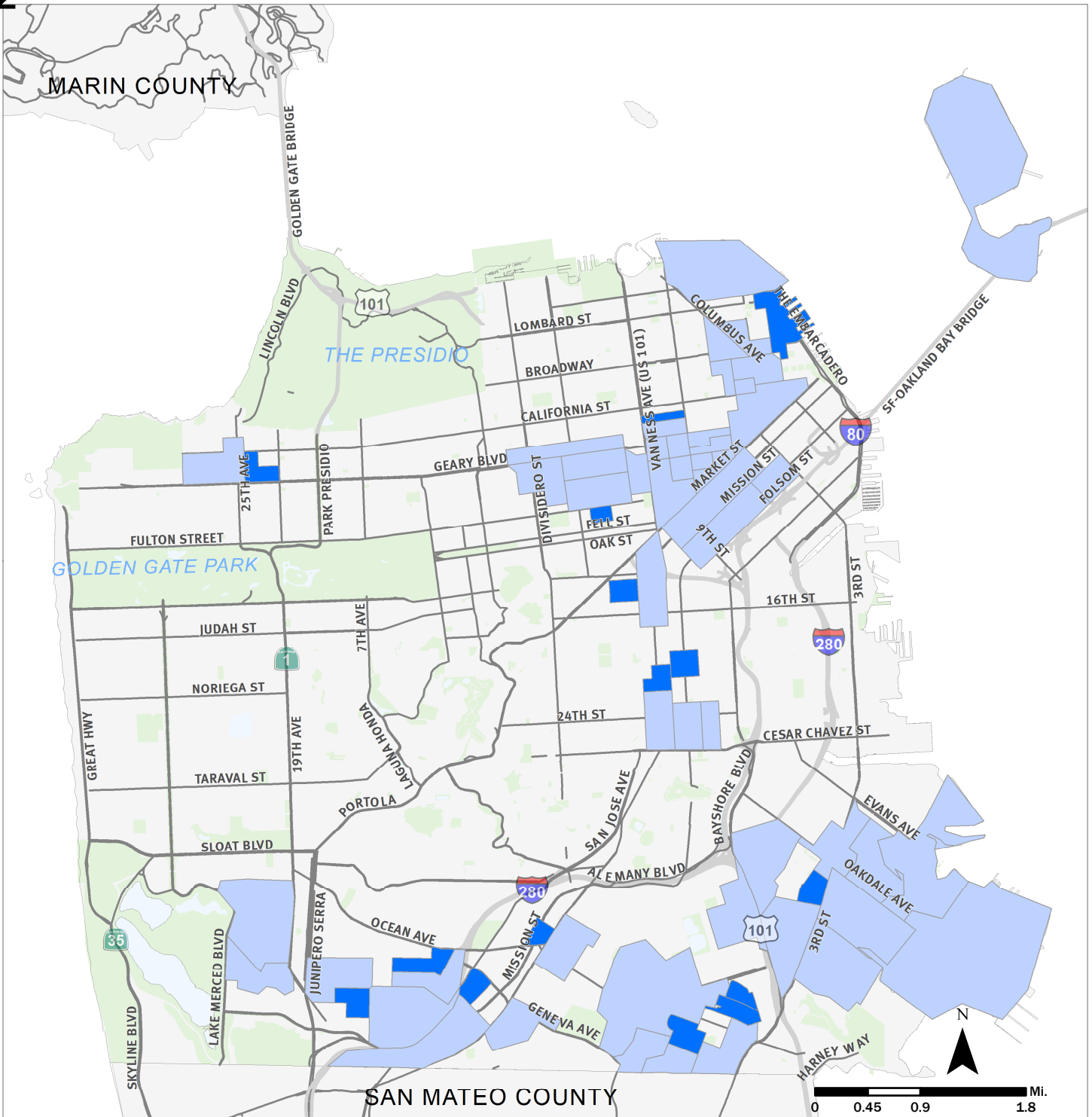


**Attachment 2**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2023/24 Transportation Fund for Clean Air**

**Draft Schedule for Fiscal Year 2023/24 TFCA Call for Projects\***

Wednesday, January 25, 2023	Community Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 14, 2023	Transportation Authority Board Meeting – PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 28, 2023	Transportation Authority Board Meeting – FINAL ACTION Local Expenditure Criteria
By Friday, March 3, 2023	Transportation Authority Issues TFCA Call for Projects
Friday, April 21, 2023	TFCA Applications Due to the Transportation Authority
Wednesday, May 24, 2023	Community Advisory Committee Meeting – ACTION TFCA staff recommendations
Tuesday, June 13, 2023	Transportation Authority Board Meeting - PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 27, 2023	Transportation Authority Board Meeting – FINAL ACTION TFCA staff recommendations
Sept 2023 (estimated)	Funds expected to be available to project sponsors

\* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/agendas](http://www.sfcta.org/agendas)).



# San Francisco Equity Priority Communities 2021

<https://www.sfcta.org/policies/equity-priority-communities>

- MTC 2021 Equity Priority Communities
- SFCTA 2021 supplemental Equity Priority Communities boundaries\*
- Parks and Open Space

\*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Community definition and contiguous with MTC identified census tracts are included.





RESOLUTION ADOPTING THE FISCAL YEAR 2023/24 TRANSPORTATION FUND FOR CLEAN AIR LOCAL EXPENDITURE CRITERIA

WHEREAS, The Transportation Fund for Clean Air (TFCA) Program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area and forty percent of the revenues collected are available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions; and

WHEREAS, The Transportation Authority is the designated Program Manager for the TFCA Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Program Manager annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, Drawing on the agency's past experience as the Program Manager for TFCA the Transportation Authority staff developed the attached draft Fiscal Year 2023/24 TFCA Local Expenditure Criteria; and

WHEREAS, At its January 25, 2023 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Fiscal Year 2023/24 TFCA Local Expenditure Criteria; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.

Attachments:

- Attachment 1 -TFCA FY 2023/24 Local Expenditure Criteria
- Attachment 2 - 2021 San Francisco Equity Priority Communities Map

Enclosure:

- County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2024

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## Memorandum

### AGENDA ITEM 8

**DATE:** January 26, 2023  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo – Chief Deputy Director  
**SUBJECT:** 2/14/23 Board Meeting: Approval of the 2023 State and Federal Legislative Program

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Approve the 2023 State and Federal Legislative Program</p> <p><b>SUMMARY</b></p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2023 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners. It focuses on securing transportation funding, in particular to address the upcoming transit fiscal cliff. Other areas of focus include advancing San Francisco’s priority projects, engaging in the regulation of new transportation technologies, and expanding innovative programs to support the city’s equity, mobility, climate, and Vision Zero goals.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and our legislative advocacy consultants in Sacramento and Washington, DC, will use this program to plan strategy and communicate positions to the city’s legislative delegations in addition to other transportation agencies and advocates, as well as to develop recommended to bring to the Board, as appropriate.

The proposed 2023 State and Federal Legislative Program reflects key principles gathered from our common positions with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor’s Office, other city agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our



understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority and developing recommendations for positions as appropriate.

## DISCUSSION

Our 2023 State and Federal Legislative Program continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. Highlights are below.

### State Advocacy.

**Transportation Funding.** One of the biggest efforts we will be undertaking in 2023, in partnership with SFMTA, Caltrain, BART, and MTC, will be to seek ongoing, multi-year funding for transit operations to address the looming fiscal cliff facing many transit agencies once federal COVID relief funds are expended. A challenge in any year, it will be an even greater one in 2023 due to the recent forecast of a \$22.5 billion deficit in the Fiscal Year (FY) 2023/24 state budget. One of the strategies the Governor has proposed to address the deficit is to withdraw some of the transportation funding commitments made as part of the FY 2022/23 budget. From the \$10.8 billion committed last year to transportation, he has proposed eliminating \$2 billion from the Transit and Intercity Rail Capital Program (TIRCP), \$200 million from the Active Transportation Program, and \$350 million from the Rail Grade Crossings program.

Another key component of our legislative advocacy will be to reverse these proposed cuts, in particular those to the TIRCP program. Maintaining or increasing the amount of TIRCP available is critical to help close the funding gaps for the Caltrain Electrification and BART Core Capacity projects as well as advance other priorities like the Downtown Rail Extension (Portal) and SFMTA Core Capacity projects. One potential solution we will explore to increase the availability of multi-year TIRCP funding commitments will be to extend the cap-and-trade program past its 2030 expiration date. Unfortunately, we have heard there is little appetite to pursue this effort in 2023. We will also be advocating for the California High Speed Rail Authority (CaHSRA) to collaborate with us and the Transbay Joint Powers Authority to identify state and federal funding opportunities for CaHSRA's prior commitment of \$550 million to the Downtown Rail Extension project. Securing multi-year TIRCP and/or CaHSRA funding commitments is critical for the project to meet near-term deadlines that, if met, would secure billions in federal funding for the project.

Finally, as the state continues to make decisions about how to distribute the formula funding it received through the Infrastructure Investment and Jobs Act (IIJA), we will continue to participate in various ongoing working groups, led by the California State Transportation Agency (CalSTA). These groups advise on development of policies such as the share of funding split between the state and priorities for funding



within each category (e.g. for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) climate adaptation grant program).

**Bay Area Transit Coordination and Regional Revenue Measure.** In 2022, MTC began implementing the region's Transit Transformation Action Plan, which identified goals to improve the connectivity and customer-facing features of Bay Area transit and actions for the region to pursue in the near-term. MTC will also soon adopt a structure for future regional transit network management. We will continue to engage with our partner agencies and local and regional stakeholders to provide input into any legislation stemming from these efforts.

The region is also kicking off early stakeholder engagement on a potential future regional revenue measure for transportation. MTC may seek legislation to authorize a future ballot measure, but at this time we do not anticipate a measure being placed on the ballot until after November 2024. As the region explores a possible measure beyond that time frame, we will advocate for it to support San Francisco's priorities such as BART and Muni Core Capacity Programs, transit state of good repair, as well as other key projects such as the Downtown Rail Extension (Portal).

**Climate Goals.** In 2021, CalSTA approved the state's Climate Action Plan for Transportation Infrastructure (CAPTI), which established a state direction for reducing greenhouse gas emissions from the transportation sector. Several CAPTI-related bills advanced in the last legislative session that would have removed local and regional authority over a number of different planning and funding activities, and similar bills have already been introduced this year. We will continue to advocate for the adjustment of state transportation investment strategies to better align with CAPTI while maintaining flexibility for local and regional jurisdictions to implement context sensitive greenhouse gas reduction strategies and retaining oversight of locally generated and state formula funding.

We will also work to support legislation that advances San Francisco's Hazards and Climate Resilience Plan and Climate Action Plan. This includes supporting SFMTA's and other transit operators' efforts to secure state and federal support as they work to transition their fleets to clean vehicles, consistent with the state's Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emissions by 2040.

**Vision Zero.** This year we will continue to work with the SFMTA and other city agencies to advance San Francisco's Vision Zero goals. Building on 2020's findings from the state's Zero Fatalities Task Force, we will support efforts that advance roadway safety, potentially including the authorization of speed safety cameras. We will also support efforts to sustain or increase local authorization to set speed limits.

**Emerging Mobility and Innovative Strategies.** With respect to new transportation technology and innovative strategies, such as Transportation Network Companies (TNC) and autonomous vehicles, we will continue to advocate for policies that balance their benefits and impacts; ensure safety, equity, and accessibility; and secure local access to data to support local planning and regulation, where appropriate. We will also continue to seek authorization for additional local regulation of certain aspects of emerging mobility, where appropriate, and advocate for updated state regulations and traffic codes to address issues related to the deployment of autonomous vehicle services.



### **Federal Advocacy.**

**Transportation Funding and Appropriations.** The 2021 approval of IIJA included a five-year reauthorization of the federal transportation bill at around a 50% higher level than prior bills. In 2023 our focus will continue to be on securing transportation appropriations at or exceeding the authorized levels, ensuring outstanding commitments are met (such the final Federal Transit Administration Capital Investment Grant (CIG) appropriations for the Caltrain Electrification project), and positioning priority projects for major future grant appropriations (e.g. the Downtown Rail Extension (Portal), which is seeking to enter the CIG program this year). We also anticipate submitting projects for consideration through any annual earmark distribution process.

**Emerging Mobility and Technology.** The federal government will likely continue to establish its role in regulating and funding emerging mobility and technologies, including autonomous vehicles and mobility on demand (e.g. TNCs, private transit shuttles, and shared scooter and bike services). In 2023, we anticipate an effort to advance national autonomous vehicle policy and regulatory frameworks. In our engagement, we will advocate for a strong local role in their testing, deployment, and regulation. We will advocate that those regulations set clear goals; perform data-driven research to evaluate the public benefits and impacts of these services; maintain or increase local and state regulatory roles; and mandate access to critical data for local and regional governments to ensure their safety, equity, and accessibility.

### **CAC POSITION**

The CAC considered this item at its January 25, 2023 meeting and unanimously adopted a motion of support for the staff recommendation.

### **FINANCIAL IMPACT**

The recommended action does not have an impact on the adopted Fiscal Year 2022/23 budget.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Draft 2023 State and Federal Legislative Program

Attachment 2 - Resolution



**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

STATE		
Area	Goal	Strategy
1. Funding	a. Secure new revenue and financing measures for transportation	<ul style="list-style-type: none"> <li>• With regional and state partners, seek a new, ongoing, multi-year source of supplemental funding to address transit operators’ pending fiscal cliffs (operating shortfalls) due to the COVID-19 pandemic and slower-than-expected ridership increases. Funding could also be used to support efforts to attract riders back to transit.</li> <li>• Monitor and potentially support efforts to establish other new state or regional transportation revenue mechanisms or to otherwise raise additional dedicated revenue to address ongoing funding shortfalls for transportation capital projects, including for transit state of good repair.</li> <li>• Monitor discussions on a new windfall profit tax on the state’s oil companies, as proposed by Governor Newsom, and seek utilization of a portion of funding to transportation expenditures (e.g., transit operations to address the upcoming fiscal cliff).</li> <li>• Monitor and advocate for San Francisco interests in the state implementation of federal Infrastructure Investment and Jobs Act (IIJA) funding programs, including participation in California State Transportation Agency (CalSTA) working groups and in the development of grant guidelines (e.g. for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program focused on climate adaptation).</li> <li>• Partner with MTC, local agencies, and other stakeholders to advance San Francisco’s priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot.</li> <li>• Seek cost recovery fees for addressing new mobility (e.g. Transportation Network Companies (TNC) and autonomous vehicles) regulatory and policy activities in state rulemakings and hearings.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	<p>b. Protect transportation funding</p>	<ul style="list-style-type: none"> <li>• Advocate for General Fund investments at levels consistent with commitments in the \$10.8 billion multi-year, multimodal transportation package that was approved in the Fiscal Year (FY) 2022/23 state budget.</li> <li>• Advocate against the elimination or redirection of other funds dedicated to transportation (e.g., express lane revenue).</li> </ul>
	<p>c. Secure cap-and-trade revenues for transportation</p>	<ul style="list-style-type: none"> <li>• Extend the state cap-and-trade program past 2030 to, among other things, increase the availability of funding for the Transit and Intercity Rail Capital Program (TIRCP) and other programs funded with this revenue source.</li> <li>• Maintain cap and trade funding for current transportation programs (e.g., transit operations, electric vehicle (EV) buses and infrastructure, transit expansion such as the Downtown Rail Extension (Portal)) and seek discretionary grants for San Francisco priorities.</li> </ul>
	<p>d. Modify allocation formulas for state transportation funds</p>	<ul style="list-style-type: none"> <li>• Support transit agencies’ efforts to secure statutory relief with respect to transit formula funding, including reforming the Transportation Development Act (TDA) transit formula calculations and, until that occurs, continuing to use pre-COVID data inputs.</li> <li>• Support efforts to delegate decision-making over the state’s IJIA formula funds to local and regional transportation agencies, e.g., for the PROTECT climate adaptation program.</li> <li>• Advocate to use factors in formula distribution calculations that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage.</li> <li>• Advocate to modify the state definition of disadvantaged communities to better align with MTC’s Equity Priority Communities.</li> </ul>

## Attachment 1

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	e. Improve implementation of state grant programs (e.g., cap-and-trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> <li>• Advocate for grant application and allocation processes that are clear, streamlined, and flexible.</li> <li>• Advocate for a stronger role for regional and local governments in prioritizing projects for funding.</li> </ul>
	f. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> <li>• Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation and affordable housing projects from 66.67% to 55% or a simple majority.</li> </ul>
2. Policy Initiatives	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> <li>• Work with local partners to identify and secure state and federal funding for Vision Zero projects.</li> <li>• Advocate to implement recommendations from the state Zero Traffic Fatalities Task Force, including the authorization of automated enforcement and speed safety cameras.</li> <li>• Support efforts to improve safety for all road users, including supporting bills that advance complete streets, local speed limit setting, and best practices in safe roadway design.</li> <li>• Advocate for the California Public Utilities Commission (CPUC) and the Department of Motor Vehicles (DMV) to provide timely reporting and due diligence in regulatory requirements for autonomous vehicle passenger service permits.</li> </ul>
	b. Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> <li>• Seek funding and update authorizing legislation, as needed, for implementation of the Treasure Island Transportation Improvement Program, including tolling infrastructure and operations, integrated payment (tolling and multi-operator transit pass systems), transportation equity and affordability programs, bike and car share initiatives, and autonomous shuttle pilot.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2023 State and Federal Legislative Program

	<p>c. Improve reliability and efficiency of San Francisco’s roadway network, transit network, and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> <li>• Consider supporting new legislation that promotes innovative TDM strategies such as authorizing area-wide congestion pricing pilot programs as recommended in the city’s Vision Zero Action Strategy and Climate Action Plan (2021).</li> <li>• Continue to monitor and, as appropriate, provide input into the next phase of the California Road Charge Pilot Program, the State Road Pricing Working Group, and other working groups regarding roadway pricing strategies.</li> <li>• Support efforts to prioritize and speed up transit, such as authorizing a pilot program for bus-on-shoulder freeway operations and High Occupancy Toll lanes on local roads on the state highway system.</li> <li>• Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.</li> </ul>
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**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	<p>d. Ensure the implementation of emerging mobility innovations (e.g. Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with new mobility principles</p>	<ul style="list-style-type: none"> <li>• Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility. Ensure local authority is preserved as it relates to San Francisco’s local pilot and permit programs.</li> <li>• Advocate for updated state regulations and state traffic codes, as appropriate, to ensure the safety, operational efficiency, and effective deployment of autonomous vehicle services.</li> <li>• Seek authorization for additional local regulation of certain aspects of emerging mobility, where appropriate (e.g., operational standards, local mitigation fees). Seek delegated authority to perform evaluation and oversight of emerging mobility, which could include a local agency role as a subcontractor.</li> <li>• Advocate to require emerging mobility providers to provide access to critical data for local and regional governments for planning and monitoring purposes as well as integrate these into CPUC/DMV autonomous vehicle permit application and approval processes.</li> <li>• Continue to support efforts to develop and implement requirements for TNCs’ greenhouse gas emissions and accessibility (e.g. The California Air Resources Board’s Clean Mile Standard and the CPUC’s TNC Access for All initiatives).</li> </ul>
	<p>e. Advance the adoption and integration of EVs in a manner consistent with other city priorities</p>	<ul style="list-style-type: none"> <li>• Advocate for EV legislation to be equitable and consistent with San Francisco’s other mobility policies (e.g. transit-first) and that addresses some of the unique challenges facing San Francisco’s deployment of EV infrastructure (e.g. installing EV chargers in multi-family dwellings).</li> <li>• Support funding opportunities for EV infrastructure planning, promotion, and deployment. This includes expanding eligibility of existing or new state funds to help transit operators meet the state’s Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	<p>f. Advance legislative actions in support of other city policy goals</p>	<ul style="list-style-type: none"> <li>• Support efforts to advance a more affordable, seamless public transit system in the Bay Area with integrated and/or discounted transit fares to benefit both low-income transit riders and attract new riders to the system, provided a sustainable fund source is identified, informed by the regional Transit Transformation Action Plan.</li> <li>• Work with state and local partners to advance the implementation of the CalSTA’s Climate Action Plan for Transportation Infrastructure (CAPTI) that seeks to align state investments with policies to reduce greenhouse gas emissions and to provide clean transportation options. This includes ensuring that any new state policies do not unduly restrict the ability of local jurisdictions to implement county-specific greenhouse gas emission (GHG) and vehicle miles traveled (VMT) reduction strategies, do not limit a local or regional jurisdiction from implementing voter-approved transportation expenditure plans, and ensures that the state meets any outstanding commitments to projects.</li> <li>• Support funding programs and policies that support San Francisco’s Hazards and Climate Resilience Plan and Climate Action Plan. This includes engaging in any legislative effort to consolidate engagement in these areas across state agencies or to guide state expenditure on climate resiliency and adaptation projects.</li> <li>• With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and reinforce CTAs’ role in state, regional, and local transportation planning, congestion management and funding.</li> </ul>
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**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2023 State and Federal Legislative Program

<p>3. High-Speed Rail (HSR)</p>	<p>a. Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> <li>• Work with partner agencies to advance the HSR project, oppose redirection of existing funds, and advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities.</li> <li>• Advocate for the California High Speed Rail Authority to prioritize funding or to collaborate with the Transbay Joint Powers Authority (TJPA) on federal and state funding opportunities for its commitment of \$550 million to the Downtown Rail Extension/Portal.</li> </ul>
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**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

<b>FEDERAL</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> <li>• Advocate for the approval of federal transportation spending at the higher levels authorized in the Bipartisan Infrastructure Law, including robust funding for the Federal Transit Administration’s Capital Investment Grant program (i.e. New Starts, Small Starts, and Core Capacity programs).</li> <li>• Secure directed funding (i.e. earmarks) for San Francisco’s priority transportation projects.</li> <li>• Advocate for the programming of funding from the Inflation Reduction Act to transportation-related projects and programs, such as funding designated for low-emission transportation technologies.</li> <li>• Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit.</li> <li>• Support the study and piloting of grant programs for innovative approaches to transportation challenges such as congestion management, implementing public transit affordability programs, technology demonstrations, and alternative project delivery methods.</li> <li>• Support state and regional partners in efforts to prevent transit funding from being withheld due to the U.S. Department of Labor’s recent interpretation of a 2010 state pension law known as PEPRA.</li> </ul>
	b. Secure additional COVID relief funding for transportation, particularly for transit operations	<ul style="list-style-type: none"> <li>• Advocate for additional COVID relief funding for transit operators to sustain services that are critical to economic recovery and disproportionately provide mobility for low income, minority, and transit dependent persons.</li> <li>• Support federal funding to address the impacts of the COVID-19 pandemic on state, regional, and local governments, help backfill lost transportation revenues, and support recovery (e.g., job retention and creation).</li> </ul>



**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	<p>c. Secure federal approvals for San Francisco’s Capital Investment Grant program priorities</p>	<ul style="list-style-type: none"> <li>• Advocate that Congress approves annual Core Capacity appropriations consistent with the Full Funding Grant Agreement for the Caltrain Electrification project and support the TJPA’s anticipated Capital Investment Grant (CIG)/New Starts funding application for the Downtown Rail Extension(Portal) project.</li> <li>• Work with local and regional partners to position San Francisco’s priority projects for these and other competitive federal funding programs, including the Muni Core Capacity Program, the Downtown Rail Extension(Portal), and additional Caltrain railcars.</li> <li>• Seek additional CIG program funding to assist with the current funding gaps for the BART Core Capacity project.</li> </ul>
<p>2. Transportation Policy Initiatives</p>	<p>a. Advance autonomous vehicle regulations that improve safety and facilitate local evaluation of their performance</p>	<ul style="list-style-type: none"> <li>• Advocate for a strong local role in federal efforts to develop a policy framework for autonomous vehicle testing, deployment, and regulation.</li> <li>• Participate in public-private forums to develop a national autonomous vehicle framework that ensures safe, efficient, and effective deployment of autonomous vehicle services.</li> <li>• Partner with state and local governments to advocate for evidence-based regulations that preserve the ability of jurisdictions to appropriately oversee their safe operation and ensure the availability of collected data.</li> </ul>
	<p>b. Address the impacts of shared mobility services (e.g. TNCs, private transit shuttles, scooters) and ensure their safety, equity and accessibility</p>	<ul style="list-style-type: none"> <li>• Contribute to the development of legislation and funding programs that balance their benefits and impacts, provide for state and local regulation, and secure access to critical data.</li> <li>• Support new federal funding for pilot projects that include a robust analysis of outcomes to inform future investment and regulation.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2023 State and Federal Legislative Program

	<p>c. Advance regulatory actions in support of other city and regional policy goals</p>	<ul style="list-style-type: none"> <li>• Support equitable policies to achieve greenhouse gas emissions reduction goals and to shift travel to affordable low-carbon modes, consistent with San Francisco’s Climate Action Plan.</li> <li>• Monitor other potential regulation activities (e.g. mobile applications, privacy protection) that would impact San Francisco’s range of transportation services.</li> <li>• Support policies and programs that advance San Francisco’s climate adaptation and resiliency priorities, such as the Embarcadero Seawall.</li> </ul>
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STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
<p>1. Project Delivery</p>	<p>a. Expand use of innovative strategies for efficient delivery of transportation infrastructure</p>	<ul style="list-style-type: none"> <li>• Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects.</li> <li>• Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility.</li> <li>• Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.</li> </ul>
<p>2. General Administration</p>	<p>a. Ensure efficient and effective Transportation Authority and TIMMA operations</p>	<ul style="list-style-type: none"> <li>• Advocate for the streamlining of administrative requirements.</li> <li>• Oppose legislation and regulations that constrain the Transportation Authority’s and TIMMA’s ability to efficiently and effectively contract for goods and services and conduct business. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.</li> </ul>



RESOLUTION APPROVING THE 2023 STATE AND FEDERAL LEGISLATION PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2023 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, County Transportation Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 25, 2022 meeting, the Community Advisory Committee was briefed on the proposed 2023 State and Federal Legislative Program and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2023 State and Federal Legislative Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2023 State and Federal Legislative Program

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San Francisco County Transportation Authority  
Agenda Item 9

**State Legislation - February 2023**

(Updated February 1, 2023)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry) as show in **Table 1**. Staff has also added Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman) and AB 251 (Ward) to the watch list.

**Table 1. Recommended New Positions and Additions to Watch List**

Recommended Positions	Bill # Author	Title and Summary
Watch	<a href="#">AB 6 Friedman</a> D	<p><b>Transportation planning.</b></p> <p>Current law requires regional transportation agencies, such as the Metropolitan Transportation Commission (MTC) for the Bay Area, to prepare and adopt regional transportation plans and sustainable communities strategies. These plans are meant to achieve a coordinated and balanced regional transportation system that is forecasted to meet greenhouse gas emission reduction targets established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p> <p>We fully support MTC using Plan Bay Area 2050, the region’s latest sustainable communities strategy, to guide investment, and it shares many common goals with the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). However, in addition to greenhouse gas emission goals, Plan Bay Area 2050 also takes into consideration myriad other important goals for the region’s transportation system, such as safety, equity, and resiliency. We believe MTC should maintain the flexibility to consider a project’s performance across the plan’s goals, recognizing that a project may advance one or more non-climate goals while not necessarily reducing greenhouse gas emissions.</p> <p>Further, we are very concerned by the author’s proposal to mandate that regional transportation agencies prioritize projects to be funded with local sales tax measures such as Prop K and Prop L. Voters approve expenditure plans for these self help measures, as well as identify the agencies authorized to administer them. We would oppose any effort to transfer oversight or project prioritization to a different entity.</p> <p>The author is currently seeking input from stakeholders across the state as she crafts the legislative language. We are providing feedback through the Self Help Counties Coalition. AB 2438 (Friedman, 2022), which attempted to mandate similar alignment between CAPTI and state transportation spending, was vetoed by the Governor last year.</p>

San Francisco County Transportation Authority  
Agenda Item 9

Recommended Positions	Bill # Author	Title and Summary
Watch	<a href="#">AB 7</a> <a href="#">Friedman</a> D	<p><b>Transportation: funding: capacity projects.</b></p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p> <p>Similar to AB 6, the author is currently seeking input on legislative language. We are coordinating our response through the Self Help Counties Coalition.</p>
Watch	<a href="#">AB 251</a> <a href="#">Ward</a> D  Principal Co-author: <a href="#">Wiener</a> D	<p><b>California Transportation Commission: vehicle weight safety study.</b></p> <p>This bill would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature with its findings and any legislative recommendations.</p> <p>The model for this effort could be the Zero Traffic Fatalities Task Force convened in 2019 by the California State Transportation Agency (CalSTA), which included San Francisco Municipal Transportation Agency (SFMTA) staff as an official member.</p>
Support	<a href="#">ACA 1</a> <a href="#">Aguilar-Curry</a> D Haney D  Principal Coauthor: <a href="#">Wiener</a> D	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b></p> <p>This measure would reduce the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.</p> <p>The Transportation Authority has supported similar proposals in the past as a way to make it easier to approve transportation and housing bond measures. There is a precedent for a 55% approval threshold, which currently applies for school bond measures in California.</p>

Attachments:

1. Resolution



**San Francisco  
County Transportation  
Authority**

BD021423

RESOLUTION NO. 23-35

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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY  
CONSTITUTIONAL AMENDMENT 1 (AGUIAR-CURRY)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on Assembly Constitutional Amendment (ACA) 1 (Aguilar-Curry), as shown in Attachment 1; and

WHEREAS, At its January 14, 2023 meeting, the Board reviewed and discussed ACA 1 (Aguilar-Curry); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on ACA 1 (Aguilar-Curry); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. Attachment 1 - State Legislation - January 2023

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## Memorandum

### AGENDA ITEM 10

**DATE:** February 23, 2023

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 2/28/23 Board Meeting: Metropolitan Transportation Commission's Transit Regional Network Management Update

**RECOMMENDATION**  Information  Action

None. This is an information item.

### SUMMARY

In April 2021, the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force (BRTF) adopted the Bay Area Transit Transformation Action Plan, which identified actions the Task Force believed were needed to reshape the region's transit system into a more connected, efficient, and user-focused mobility network. A key overarching action that the BRTF identified in the plan was to advance the implementation of Regional Network Management, where certain transit planning, operations, and funding functions would be coordinated and executed at a regional, rather than operator-by-operator, level. MTC convened an advisory group to guide the development of a proposed governance structure for Regional Network Management. The advisory group concluded its work in December 2022, and in February 2023 the MTC Commission adopted its recommendations, which include: identification of six functional areas that could benefit from a regional approach; a governance structure, led by and reporting to the MTC Commission, by which the vision and actions for each functional area are set; and near-term implementation steps that are outlined for the first 180 days, pending funding availability. The six functional include fare integration policy; wayfinding and mapping; accessibility; bus transit priority; rail network management; and connect network planning. We

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: \_\_\_\_\_



<p>will track the regional network management work closely in coordination with San Francisco transit operators and will bring updates and seek input from the Board and our MTC Commissioners as topics warrant it.</p>	
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## **BACKGROUND**

The onset of the COVID-19 pandemic in the Bay Area in March 2020 caused transportation patterns in the region to rapidly and radically shift. With the implementation of stay-at-home orders and travel reduced to only essential purposes, these new patterns significantly reduced transit ridership and threatened the long-term viability of transit. Many operators reduced service in the face of these ridership drops and reduced operating budgets.

In response to both these challenges and the immediate need to distribute significant federal relief dollars to support operating costs, in April 2020 the Metropolitan Transportation Commission (MTC) formed the Blue Ribbon Transit Recovery Task Force (BRTF). This task force, composed of MTC Commissioners, transit agency general managers, and state, labor, and advocacy stakeholders, was charged by the full MTC Commission to guide the future of the Bay Area's public transportation network. The BRTF's work culminated in the Bay Area Transit Transformation Action Plan in April 2021, which is intended to serve as a roadmap for transit's recovery from the challenges posed by the COVID-19 pandemic and its ongoing effects.

The Transit Transformation Action Plan outlines initiatives with the intent to achieve a number of outcomes focused on making the Bay Area's 27 transit systems easier to use and navigate as a unified network. In particular, the plan prioritizes outcomes in the areas described below:

- **Fares and Payment:** Simpler, consistent, and equitable fare and payment options attract more riders.
- **Customer Information:** Integrated mapping, signage and real-time schedule information make transit easier to navigate and more convenient for both new and existing riders.
- **Transit Network Planning and Operations:** Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
- **Accessibility:** Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.
- **Funding:** Ensure that the Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs

In order to achieve these outcomes, the Transit Transformation Action Plan identified the need to create a new transit governance framework, referred to as Regional Network



Management, to set policy, provide guidance and funding, and coordinate the region's 27 transit agencies to operate as a unified network. The plan anticipated benefits from this new management scenario ranging from rider focused benefits (such as easier connections, decreased travel times, and increased affordability), to network/operator benefits (increased ridership, reduced total operating costs, and increased regional fare revenue), to benefits that accrue to the region as a whole (reduced greenhouse gas emissions and traffic congestion).

In September 2021, MTC established an advisory group to guide the development of a Regional Network Management Governance Framework through a Business Case Evaluation process and recommend a preferred framework to achieve near-term and longer-range transit mobility goals. This advisory group included fourteen members representing transit operators (including SFMTA Director of Transportation Tumlin) and riders alongside representatives for equity, social justice, senior/disabled transit riders, business, and labor. In December 2022, the advisory group concluded its final meeting with consensus on a recommended Regional Network Management (RNM) governance framework to forward for consideration and adoption by the MTC Commission.

## **DISCUSSION**

**Recommended RNM Structure and Function.** The goal of the RNM is to drive transformative improvements in the customer experience for regional Bay Area transit. The RNM Business Case Evaluation identified six functional areas that could be regionalized, or more effectively managed and addressed at a regional rather than operator-by-operator level and proposed a framework for a Regional Network Manager. In general, the RNM would set the regional vision, establish regional policies, and help identify and prioritize funding and support implementation planning for each of these proposed functional areas. The six functional areas recommended for the focus of the RNM are:

- **Fare Integration Policy:** Developing, funding, and managing the fare system, including all aspects of how and what riders pay to use the regional transit system.
- **Wayfinding and Mapping:** Funding, planning, development and delivery of infrastructure and services to deliver the information travelers use to plan and navigate their journey including signage, maps, schedules, travel times, and updates.
- **Accessibility:** Funding, planning and development of the accessibility of the fixed route network and planning for the complementary paratransit network, including the integration of paratransit with the fixed route network, and the effective coordination of services for older adults, and people with disabilities.
- **Bus Transit Priority:** Funding, planning, development, and delivery of infrastructure changes to enable public transit vehicles to achieve better travel times and reliability, including reserved lanes, queue jumps, roadway adjustments, and signal changes.



- **Rail Network Management:** Project planning, funding, policy, implementation, and management of the rail network.
- **Connected Network Planning:** Developing, funding, and prioritizing an integrated and coordinated regional transit system.

There have been ongoing efforts by the region's transit operators and MTC in some of these functional areas, such as wayfinding and mapping and piloting a regional multi-operator transit pass (BayPass). In other areas, like bus transit priority, the regional work program is not yet well defined. We have been providing input to MTC and through our MTC Commissioners that a valuable next step would be working to identify the potential work program in each of these areas and prioritizing efforts that appear to be the most cost effective.

Earlier this month, the MTC Commission adopted the recommended RNM framework structure – a governance structure for the RNM work. The structure is illustrated in Attachment 1 and includes:

- A **RNM Committee of MTC**, structured like other MTC committees, composed of eight voting members from MTC and three non-voting members: two transit agency board representatives and a state appointee. The committee would report to the full MTC Commission, like other MTC committees.
- A **RNM Council** comprising the MTC Executive Director, the region's seven largest transit agencies' general managers, and three representatives from the small transit operators. The RNM Council would advise the RNM Committee.
- A **"Voice of the Customer" Advisory Committee** composed of approximately 50% MTC Policy Advisory Council members and 50% other stakeholders. The advisory committee would also advise the RNM Committee.
- **Dedicated RNM support staff**, part of MTC staff reporting to the MTC Executive Director and supporting the work of the RNM Council.

With the recognition that there is a need and desire to be responsive to the existing challenges transit faces quickly while also accounting for the fact that important lessons will be learned as this structure is fully realized, the adopted recommendations also contain a roadmap for evaluation and evolution of this structure over the next three to five years. MTC staff recommendations include establishing key performance indicators early in the implementation process, formally evaluating progress against these indicators every two years, and potentially adjusting or evolving the governance framework (including the roles and responsibilities of each entity), the functional areas on which it is focused, or both to better respond to emerging needs or progress achieved.

**Policy Considerations.** We have tracked the progress of the RNM Advisory Group and subsequent MTC committee and commission meetings and support the identified



recommendations for both governance structure and for addressing important transit planning, operations, and funding issues and challenges at a regional level. As noted previously, SFMTA Director Tumlin participated as a member of the Advisory Group, and SFMTA staff support the recommendations. Staff at both agencies believe that the RNM effort has the potential to deliver benefits to both transit riders and operators.

Continued regional support and transparency, including in the prioritization of specific work program efforts to advance, monitoring effectiveness, and reporting on the progress towards the goals, will be critical to the effort's success. San Francisco is one of the key origins and destinations of regional trips, served by six of the Bay Area's seven largest transit operators, and home to Muni, the region's largest operator by ridership. As such, particularly relevant to San Francisco but valid across the region will be the need for the RNM governing and advisory bodies to tackle regionwide improvements without impacting the service that existing riders depend on. It will be critical to ensure that regional efforts be designed and implemented to do no harm to existing operations, both within each operator's individual budgets and how regional transit resources are distributed. This will be particularly challenging in areas like fare integration given the varying financial portfolios of the various operators and the fact that some like Muni are highly subsidized consistent with the City's Transit First policy, while other operators have a much lower level of local subsidy.

The status of San Francisco and the region's largest transit operator's operating budgets will be discussed in a separate item in today's agenda, and it is important to understand that, absent a significant new regional funding source, there will continue to be tradeoffs between resources that operators can spend on regional initiatives versus delivering service or making state of good repair or maintenance investments to keep their systems running reliably and safely.

**Next Steps.** As noted above, in the MTC adopted the recommended RNM Framework at its February 22nd meeting. In earlier MTC Committee meetings, several Commissioners expressed concerns about the source of funding for the implementation of the RNM Framework. MTC staff have identified a near-term funding need of \$1-2 million per year and discussed potentially diverting 1% of existing State Transit Assistance (STA) funding currently distributed by formula to operators and used for transit operations to pay for implementation of the RNM. Large and small operators alike are facing significant operating shortfalls, and diverting any operating resources away from providing transit service was a major concern. The February 22<sup>nd</sup> MTC Commission meeting's staff memo now reflects Commissioners' direction that funding for the RNM framework should not be detrimental to transit services, and that MTC itself should be making meaningful contributions to the cost of the work. Transportation Authority staff supported this revised position.

The adopted MTC staff recommendation outlines a 180-day implementation plan which is proposed to begin in parallel to the start of the new MTC executive director's term. Actions in the implementation plan include identification of near-term funding, hiring of dedicated RNM



support staff, and convening each body to outline responsibilities and prioritize near-term actions.

We will continue to track and engage in the RNM implementation work as it progresses and bring future updates to the Board at key milestones.

### **FINANCIAL IMPACT**

None. This is an information item.

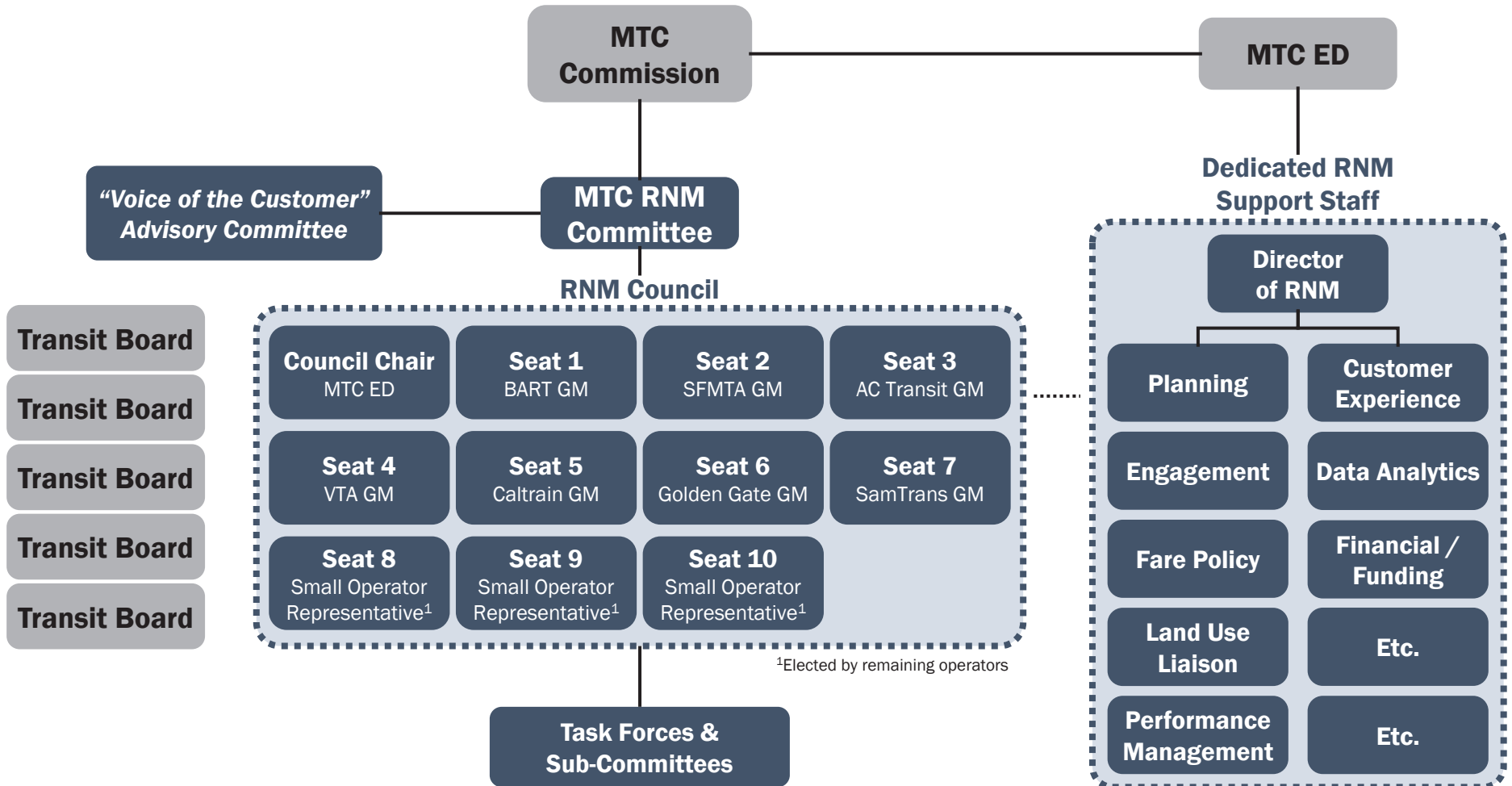
### **CAC POSITION**

None. This is an information item. This update will be agendized at an upcoming CAC meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Regional Network Management Framework Structure
- Attachment 2 - Presentation

Regional Network Management Framework Structure (Near-/Short-term)



An aerial view of a modern urban transit station. A light blue tram is stopped at a platform on the right. A white bus is stopped at a bus stop in the middle. Pedestrians are walking on the sidewalks, and a cyclist is riding on a dedicated bike lane. The scene is set in a city with modern buildings and greenery.

# Regional Network Management (RNM)

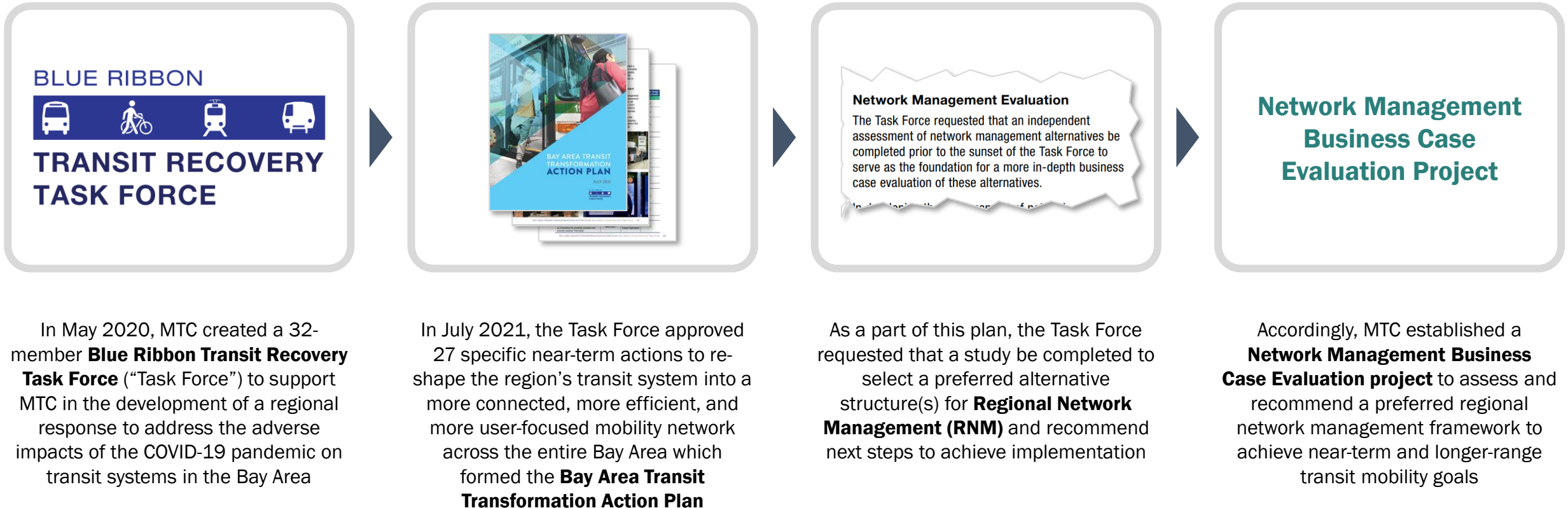
RECOMMENDED REGIONAL NETWORK MANAGEMENT (RNM) SHORT/NEAR-TERM FRAMEWORK

Presentation to SFCTA Board


February 2023



# Background



# Transit Transformation Action Plan – Desired Outcomes

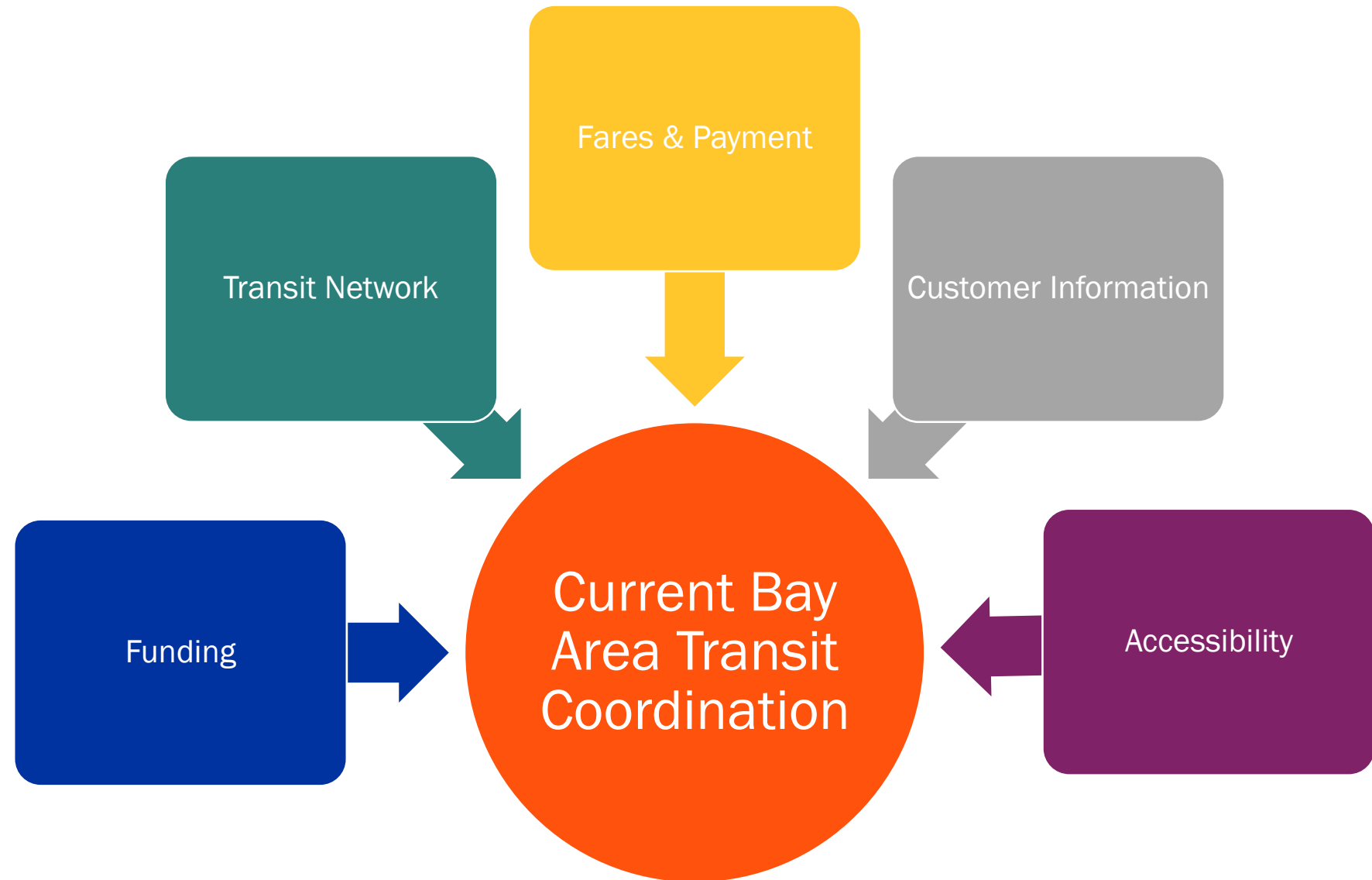
I. Fares and Payment	II. Customer Information	III. Transit Network	IV. Accessibility	V. Funding
<p>Simpler, consistent, and equitable fare and payment options.</p>   	<p>Make transit easier to navigate and more convenient.</p>  	<p>Transit services managed as a unified, efficient, and reliable network.</p>   	<p>Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.</p>   	<p>Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.</p>  

## Current Bay Area Transit Coordination

Regular weekly coordination by all operators on multiple facets and sharing of best practices

Progress on all five Transformational Outcomes outlined in the Transit Transformation Action Plan

Shared staffing & consultant support on topics



# 76 Recent regional transit coordination wins

- **Weekly General Manager meetings**
  - Coordinated funding advocacy
- **Fare Integration:**
  - Clipper BayPass Pilot launched August 2022 - unlimited transit pass at select institutions
  - Muni and Samtrans Route 122 Pilot – Muni pass accepted on part of Route 122 in SF
- **Service Reciprocity**
  - Eliminated regional restrictions on local routes (e.g. Golden Gate and SamTrans buses in SF)
- **Network legibility**
  - Renumbered bus routes to eliminate duplication (e.g. Golden Gate renumbering)
  - Station wayfinding upgrades have followed MTC standards (Castro, Church, Powell)
- **Schedule coordination**
  - Aligning sign-ups to regional schedule changes (e.g. BART)



# Network Management Business Case Advisory Group

## Purpose

- Established in September 2021 to guide and review the Business Case analysis and recommendations
- Business Case Evaluation: Assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals

## Convenings

- 14 Advisory Group Members
- January – December 2022
- Met 8 times

## Composition

### **7 Transit Agency Representatives**

Denis Mulligan (Chair), GGBHTD  
 Michelle Bouchard, Caltrain  
 Bill Churchill, County Connection  
 Carolyn Gonot, VTA  
 Michael Hursh, AC Transit  
 Bob Powers, BART  
 Jeff Tumlin, SFMTA

### **7 Stakeholder Representatives**

Alicia John-Baptiste (Vice-Chair), SPUR  
 Christine Fitzgerald, SVILC  
 Adina Levin, MTC Policy Advisory Council  
 James Lindsay, ATU  
 Therese McMillan, MTC  
 Suzanne Smith, SCTA  
 Jim Wunderman, Bay Area Council

# Proposed Regional Network Management (RNM) Statements

## Proposed Mission Statement

("Core Purpose")

To drive transformative improvements in the customer experience for regional Bay Area transit

## Proposed Vision Statement

("Why")

To advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

# Regional Network Management Initial Focus Areas

## Fare Integration Policy

- Set the regional vision
- Establish regional policies
- Establish policy implementation plans, including the identification of funding

## Wayfinding & Mapping

- Set the regional vision
- Establish regional policies (e.g., design standards, compliance requirements)
- Establish policy implementation plans, including the identification of funding
- Deliver centralized procurement, where relevant

## Accessibility

- Embed accessibility within each of the other functional area plans
- Define a regional vision for paratransit operations
- Identify improvements needs re: implementation of paratransit policies and requirements
- Establish a regional implementation plan

## Bus Transit Priority

- Set the regional vision
- Define BTP corridors and identify needs / initiatives
- Serve as the central coordination point for state, county, and city stakeholders
- Establish policy implementation plans, including the identification of funding

## Rail Network Mgmt.

- Set the vision for the regional rail network
- Translate regional vision into regional implementation plan (project prioritization, sequencing, integration points, project funding, delivery approach, etc.)

## Connected Network Planning

- Identify critical regional transit gaps to create CNP
- Establish and create data tools for regional planning
- Identify funding priorities and establish service standards
- Draft changes to Countywide Transportation Plan guidelines, as needed

# The proposed RNM structure will need three key elements

## Regional Visioning Element

**MTC RNM Committee:** Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM

**“Voice of the Customer” Advisory Committee:** Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind

## Steering Element

**RNM Council:** Council comprised GM-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders, make critical decisions on regional policies, and provide leadership

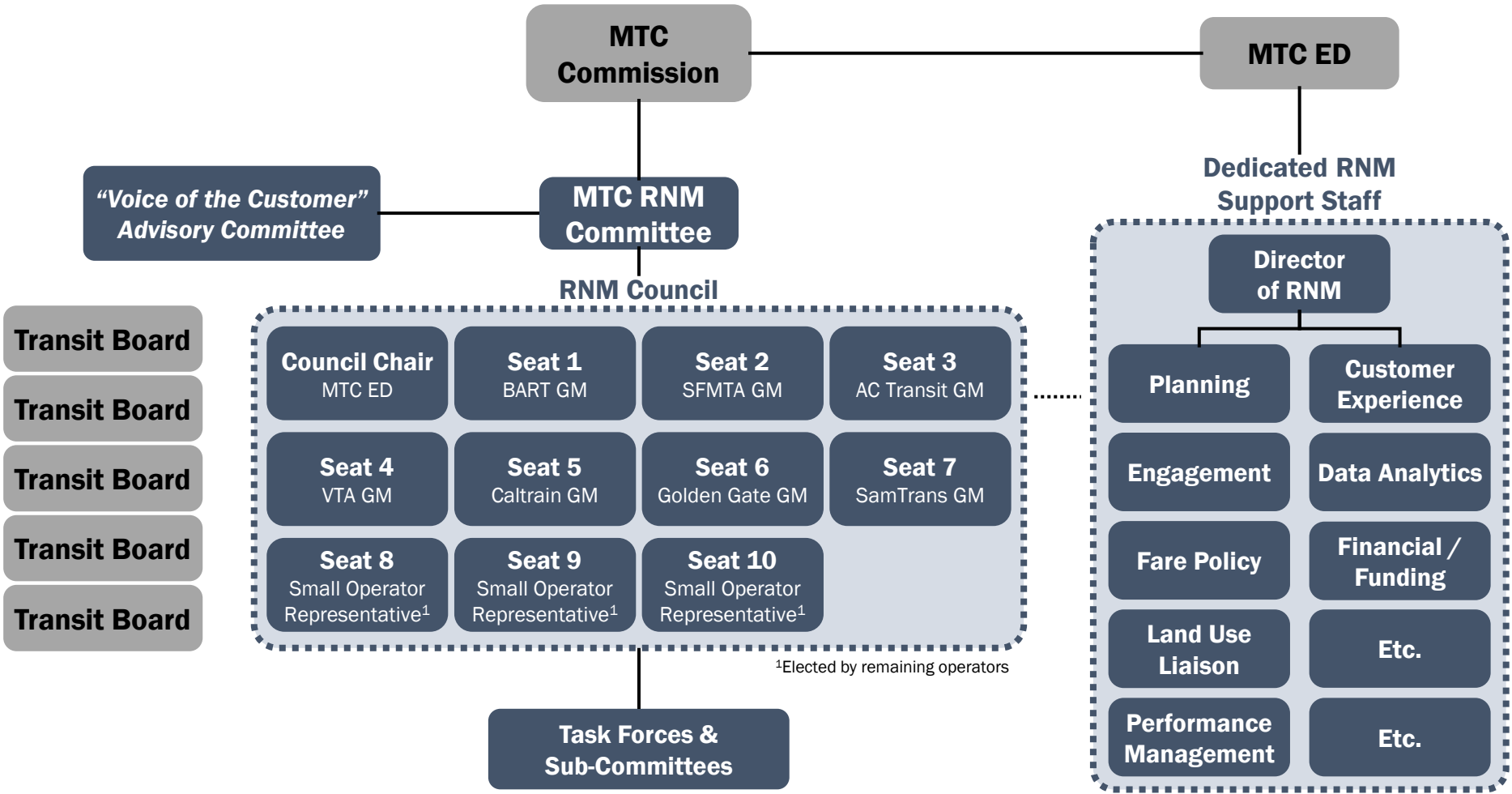
## Administrative / Operational Element

**Dedicated RNM Support Staff:** Group of dedicated staff (potential opportunity for transit agency staff support as well) with a broad range of capabilities and expertise to support the operations and analysis of the RNM

**Task Forces & Sub-Committees:** Temporary (Task Forces) or longer-term (Sub-Committees) groups comprised a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options for topics



# Recommended Short / Near-Term RNM



✓ **Customer Focused:**

- Enables highly inclusive decision making to bring a broad range of perspectives
- Multiple engagement points for the “Voice of the Customer” to prioritize customers in decision making

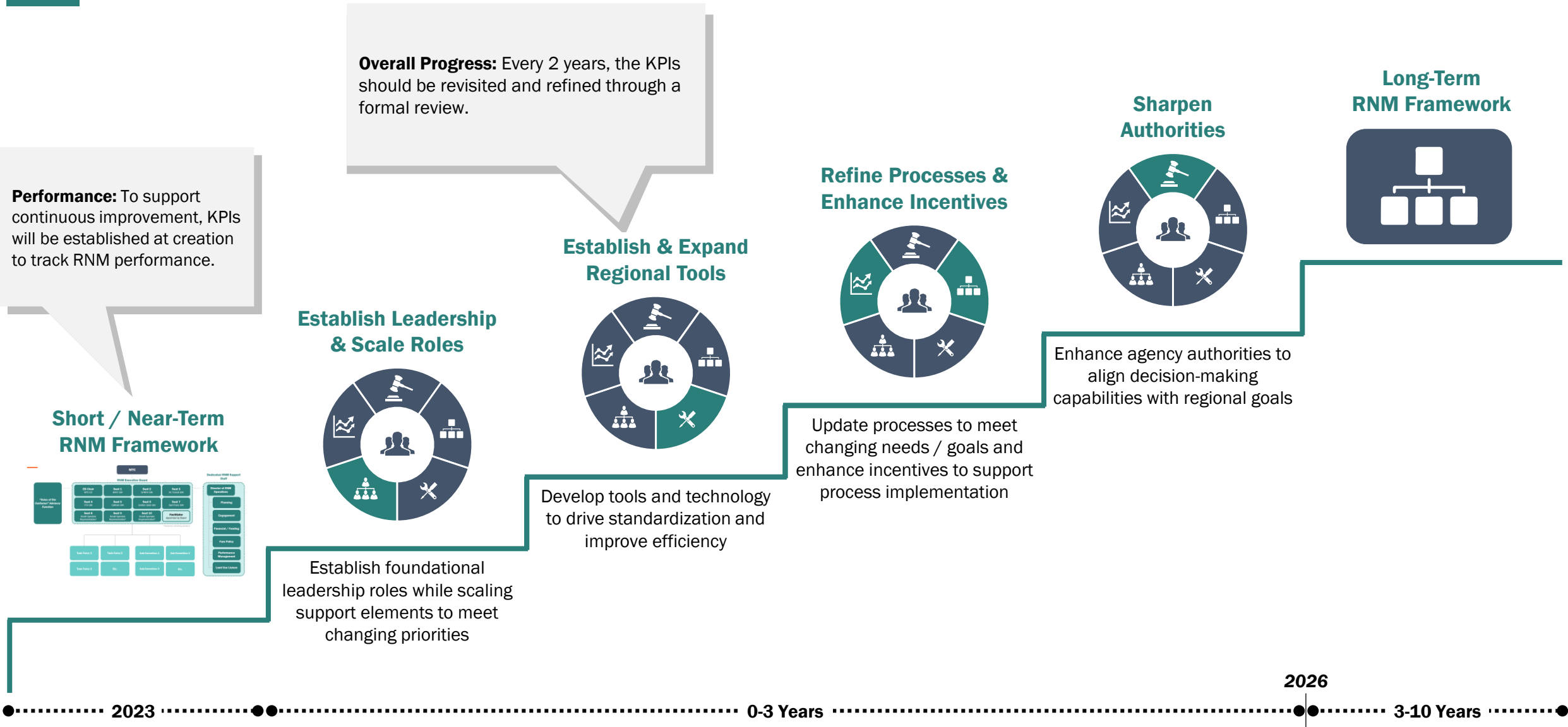
✓ **Structured for Scale:**

- Team of Dedicated Support Staff can grow over time to provide needed capacity to Operators
- Joint teams, with potential opportunities for transit agency support staff, enable high quality proposals to reach the Council, driving effective use of GM time
- Task Forces and Sub-Committees can be added or subtracted as regional priorities shift

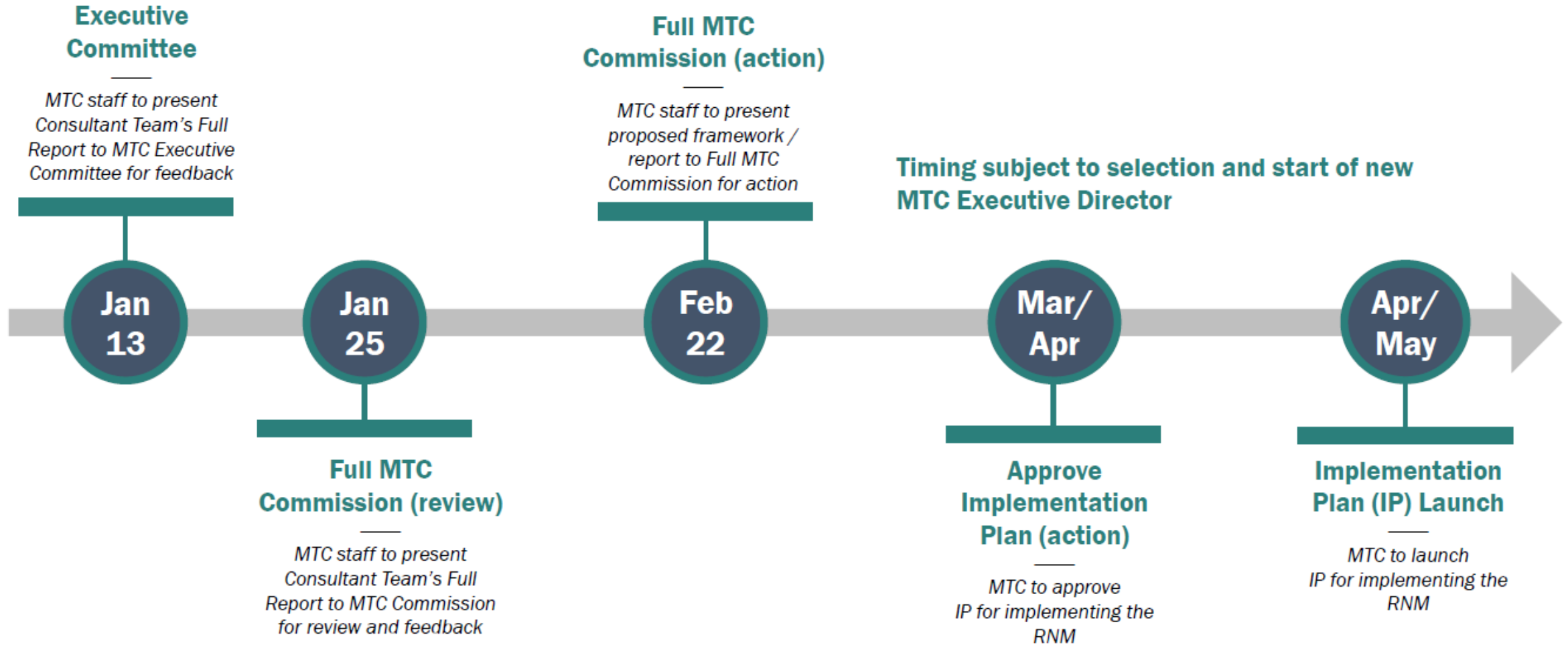
✓ **Balances Short-Term Momentum with Long-Term Transformation:**

- Allows RNM to be stood up quickly to begin working on priority items, but also allows continuous evolution
- Seeks to drive cost and time effectiveness
- Feasible within current legislative constraints

# How the Operating Model will Drive Long-Term Evolution of the RNM



# Key Milestones & Next Steps



**THANK YOU.**

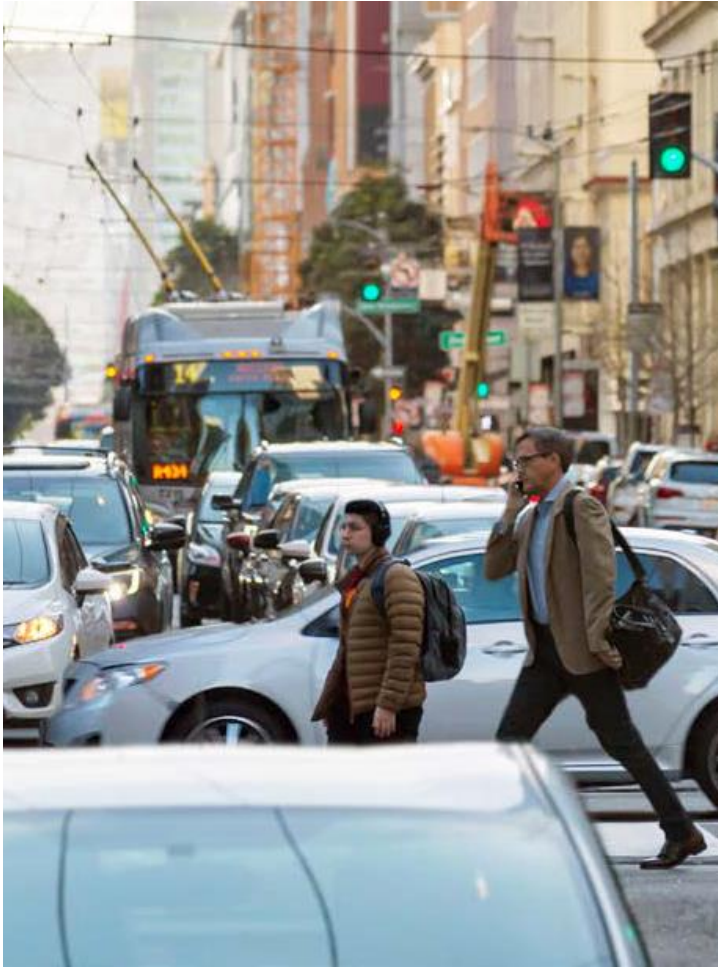
# Transit Fiscal Cliff Update: BART, Muni, Caltrain



San Francisco  
County Transportation  
Authority

Transportation Authority Board — Agenda Item 11  
February 28, 2023

# Pre-pandemic transit in San Francisco



# Pre-pandemic transit in San Francisco

## San Francisco's share of regional population (pre-pandemic)

11.30%

## San Francisco's share of regional weekday transit trips (pre-pandemic)

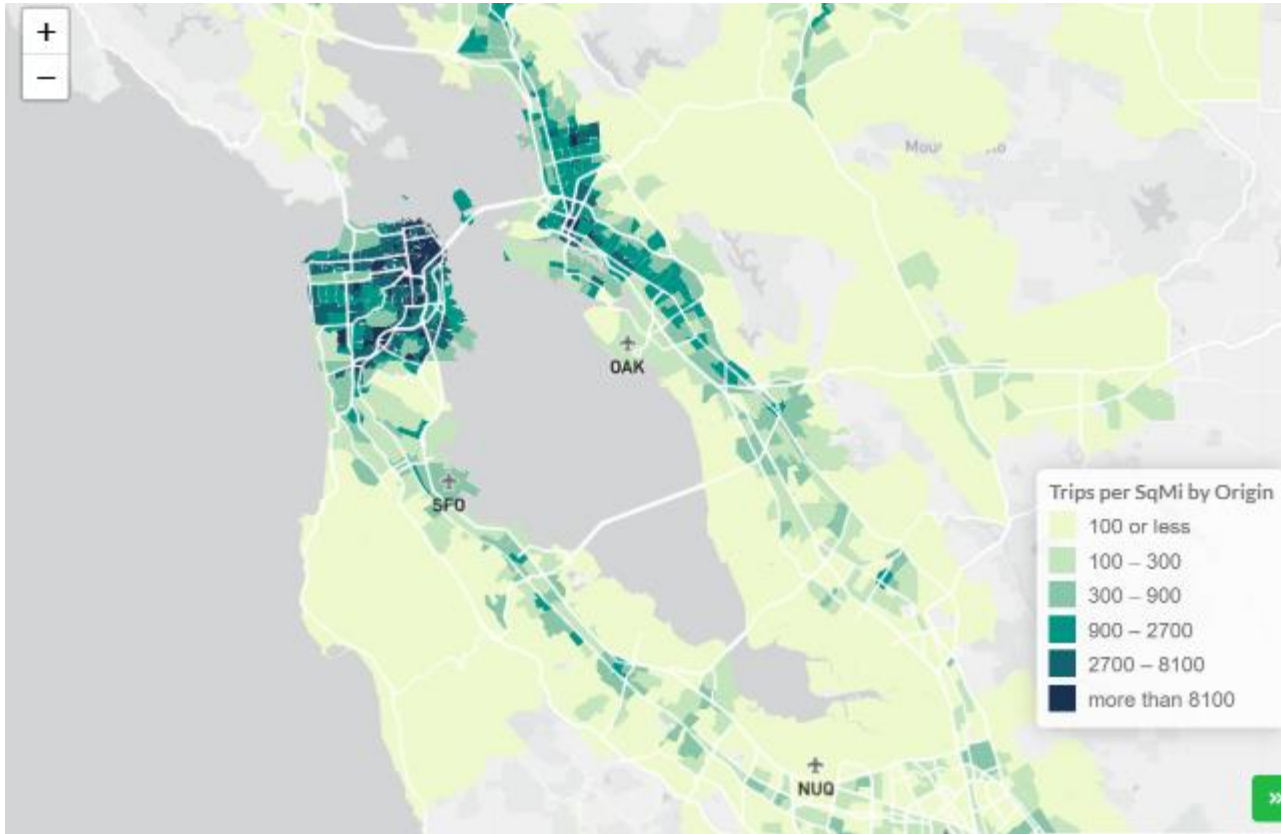
67.30%



Data sources: Census 2020, <https://www.census.gov/data.html>;

MTC and SFCTA 2018-2019 Bay Area Transportation Study, <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study>

# Pre-pandemic low-income transit ridership



More than half of low-income transit trips originated in San Francisco.

Low-income transit riders' trip origins, 2015-2019

<https://transit-riders.sfcta.org/>



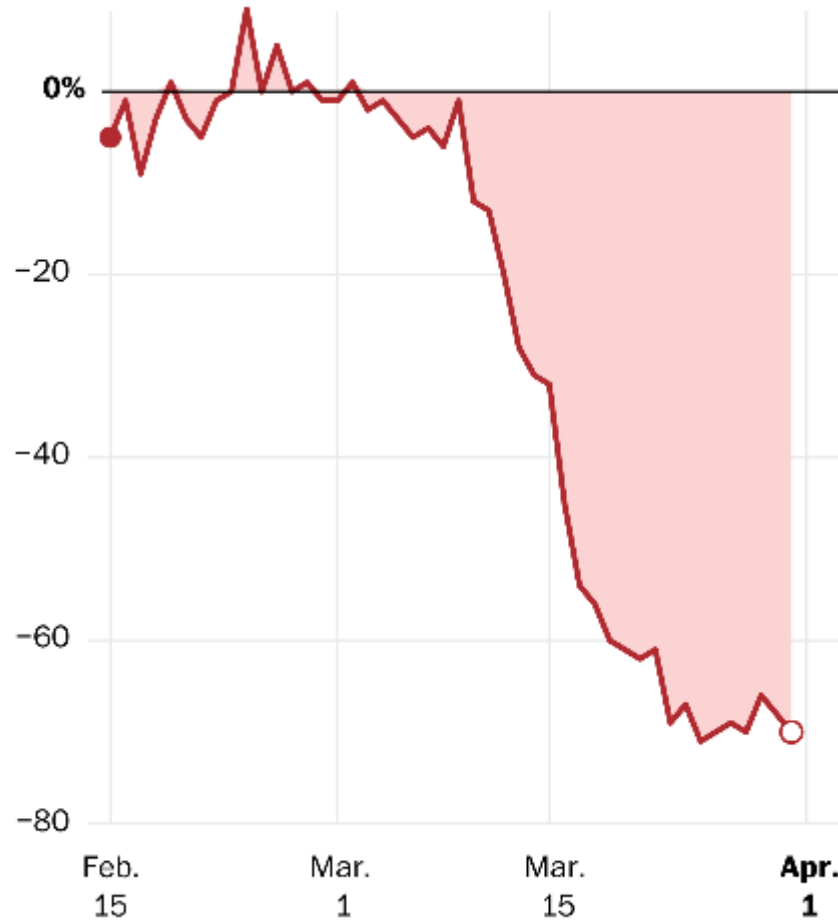
# COVID-19 drives transit ridership down

**U.S. public transit finds a new level, 70% below the old one**

How 2020 mass-transit demand differs from normal

Note: Demand is measured based on how often the app is used, and how much it differs from what the company would normally expect on that particular day.

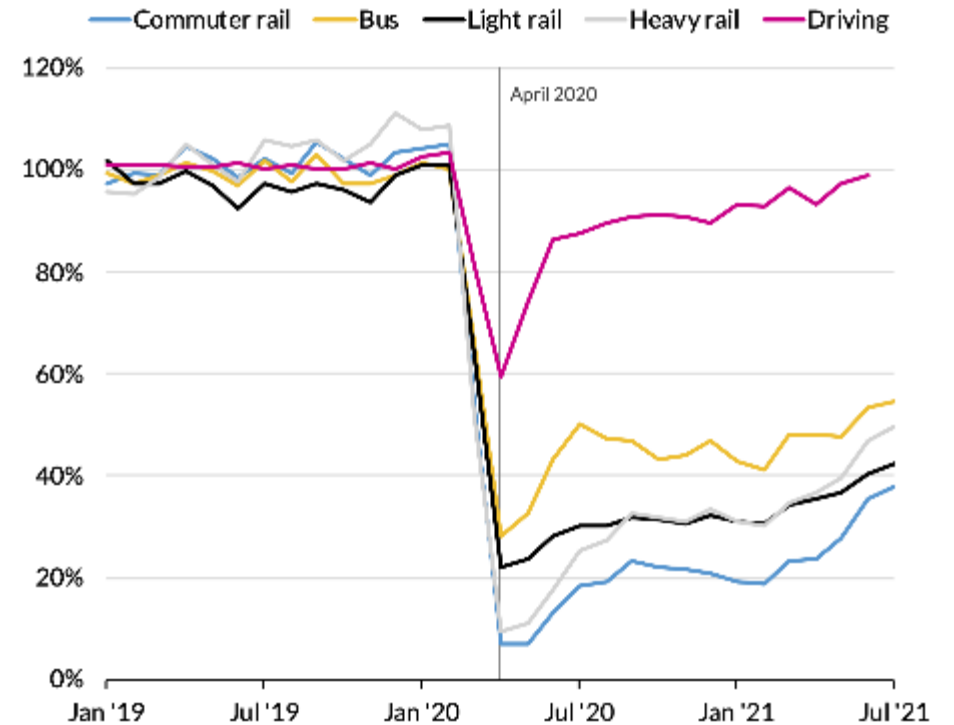
Sources: Transit  
THE WASHINGTON POST



Washington Post, April 1 2020

**Travel in the US Cratered in Spring 2020, and Only Driving Is Back to Normal**

Monthly use of various modes of transportation as a share of 2018 levels

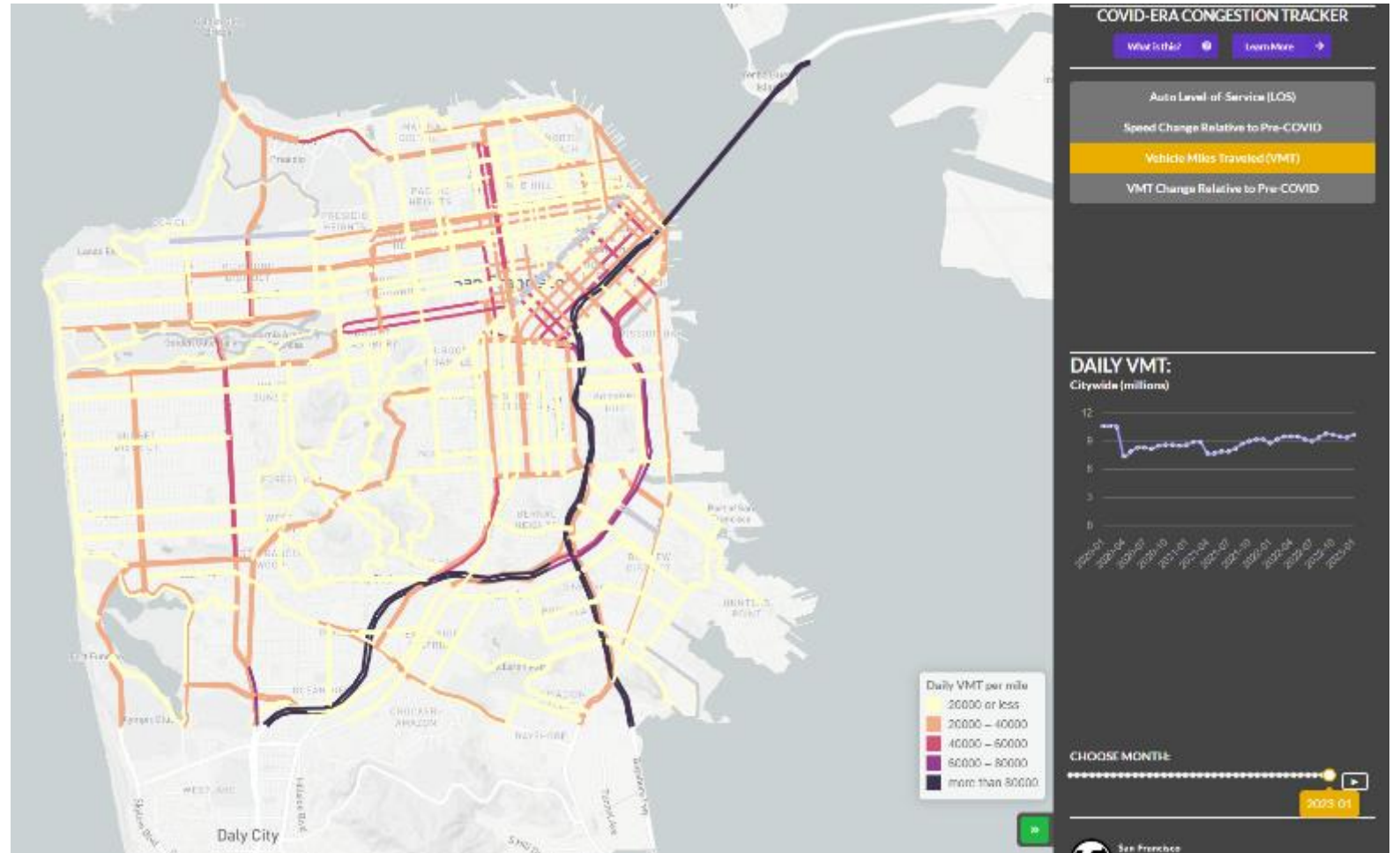


Sources: "Monthly Module Adjusted Data Release," National Transit Database, Federal Transit Administration, July 2021, URBAN INSTITUTE

Urban Institute, November 30 2021

# Traffic congestion is mostly back

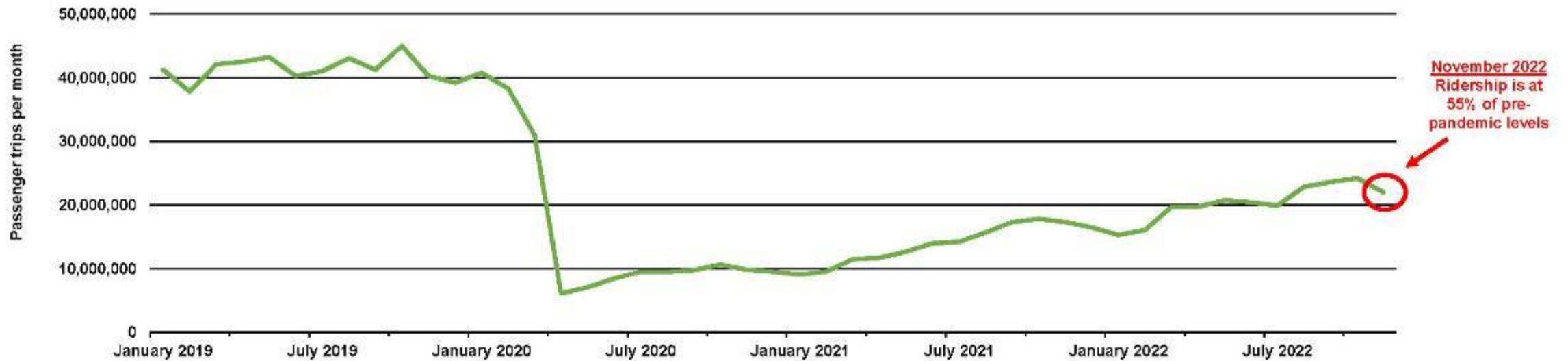
Road and bridge traffic has returned much more rapidly than transit ridership



<https://covid-congestion.sfcta.org/>

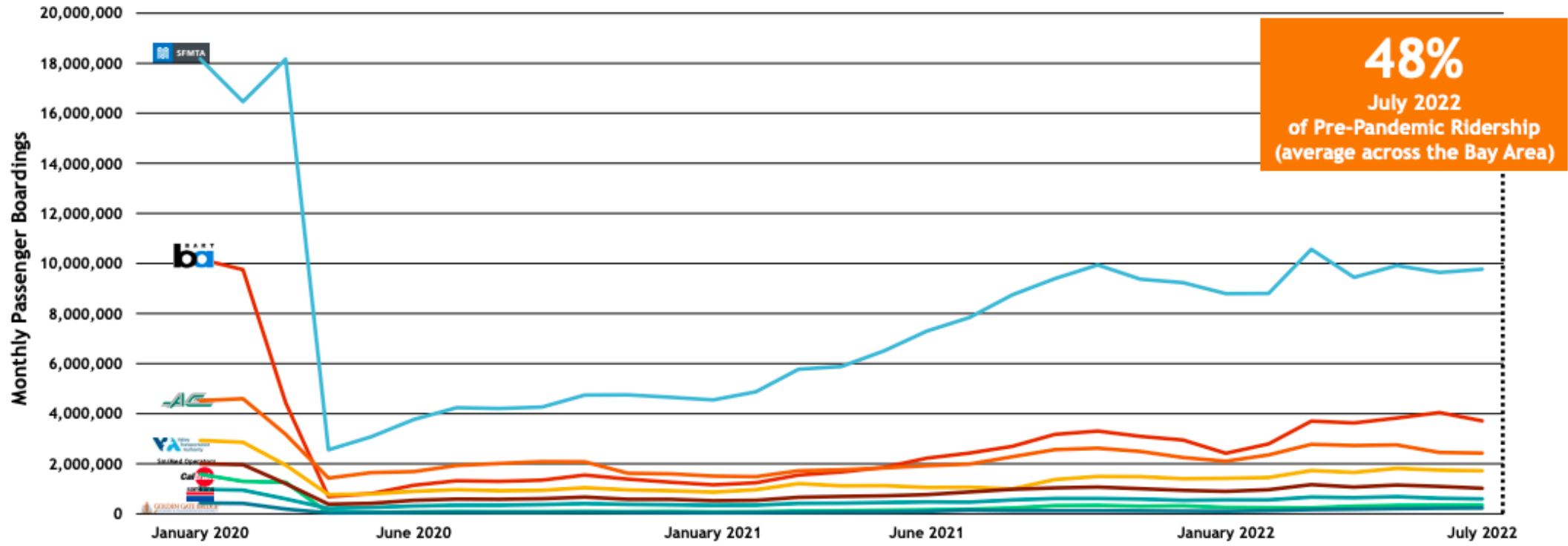
# Transit ridership is still down

Transit ridership across the Bay Area remains at only 55% of pre-pandemic levels. But **over 22 million passenger trips were still taken on transit during the month of November 2022.**

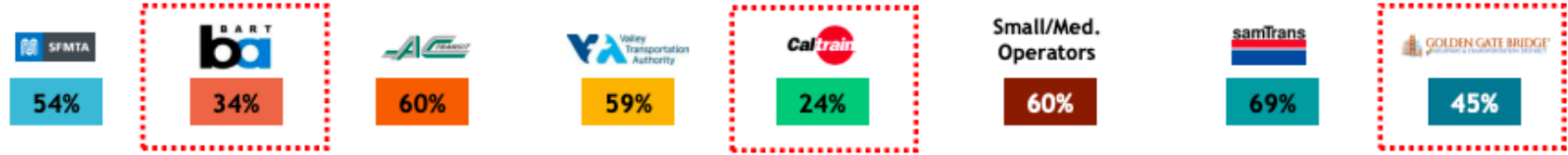


Source: MTC and the National Transit Database

# Ridership recovery varies by operator



% of Pre-Pandemic Ridership as of July 2022 (vs. July 2019)



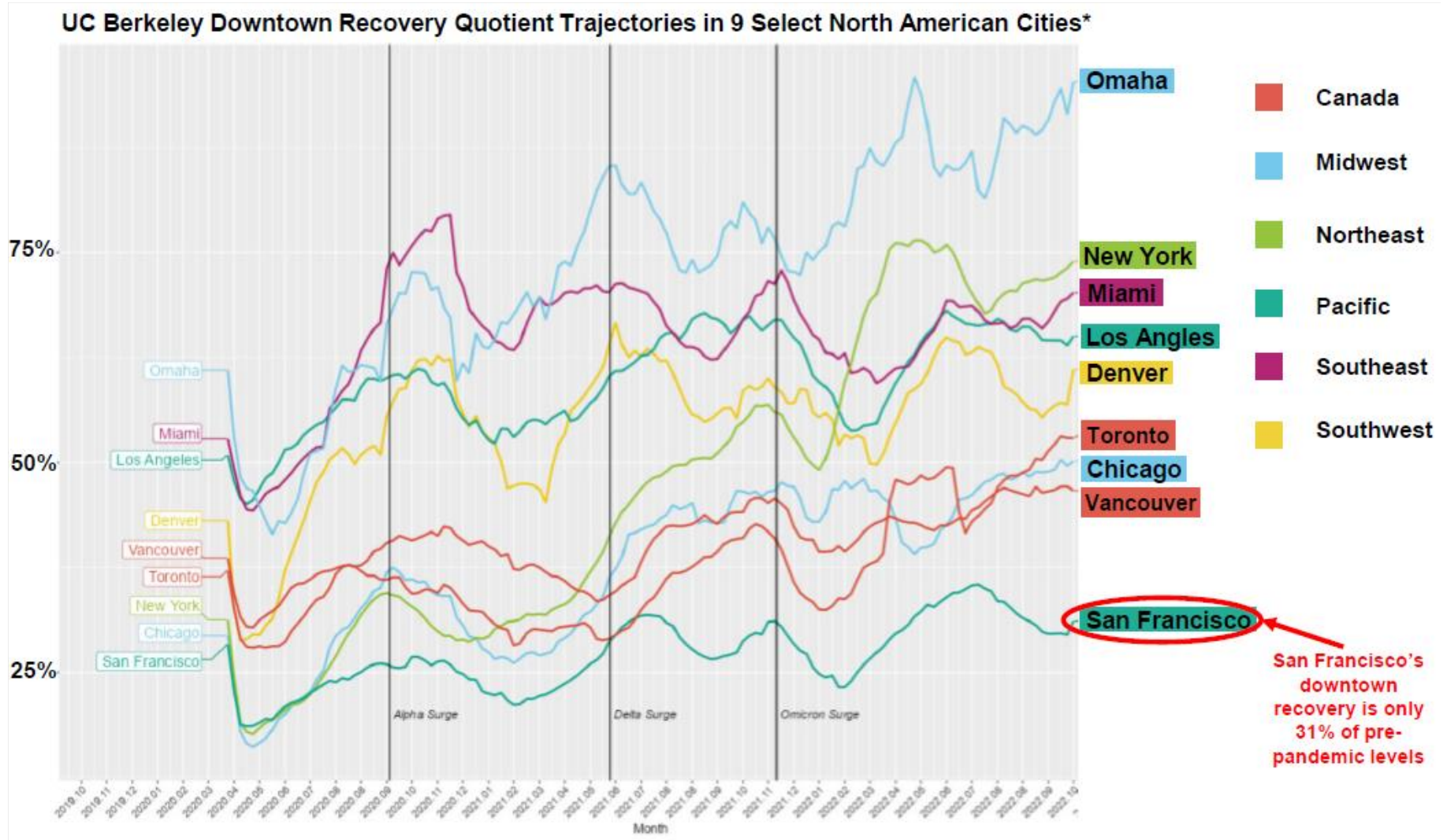
Source: National Transit Database - Monthly Module

Source: MTC, 2023

# Downtown recovery is lagging in SF..



# ...and in other urban areas nationwide



# We are on the verge of a transit financial crisis

NEWS > TRANSPORTATION • News

## Doomsday scenario for sinking Bay Area transit: No weekend BART, bus lines cancelled or a taxpayer bailout.

Bay Area 'death spiral' outlined in newly obtained transit-planning documents



SANTA CLARA, CALIFORNIA – JULY 14: A passenger boards a northbound Caltrain train at the Santa Clara Caltrain Station in Santa Clara, Calif., on Tuesday, July 14, 2020. (Nhat V. Meyer/Bay Area News Group)

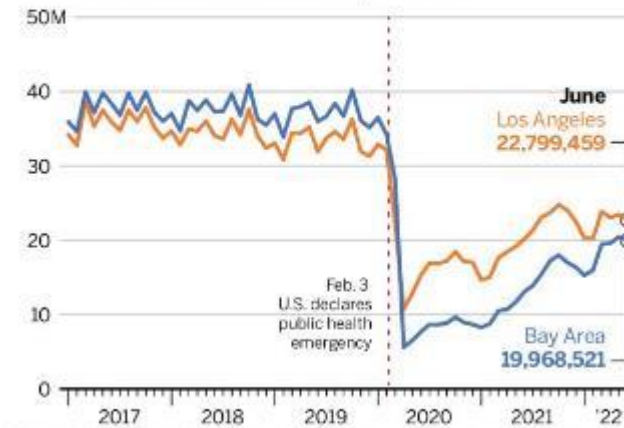
By ELIYAHU KAMISHER | ekamisher@bayareanewsgroup.com | Bay Area News Group



## THE BAY VS L.A.: PANDEMIC BRINGS TITANIC MASS TRANSIT REVERSAL

The Bay Area's claim to California's mass transit throne has been deeply eroded. L.A. now has more people riding buses, light rails, and trains than the Bay Area.

Total bus and rail rides in millions per month



Source: National Transit Database ridership for the two regions' largest transit agencies: SFMTA, BART, Caltrain, AC Transit, VTA, SamTrans, Golden Gate Transit, L.A. Metro, DASH and Big Blue Bus.

BAY AREA NEWS GROUP

NEWS TRANSPORTATION • News

## Bay Area transit faces 'fiscal cliff' as ridership collapse endures

With lagging ridership numbers transit operators look for new cash



ANTIOCH, CA – MARCH 22: A train arrives at the BART station in Antioch, Calif., on Monday, March 22, 2021. This is the final time the station will have a BART agent on staff since its grand opening in May 2016. (Jane Tyska/Bay Area News Group)



# BART, Muni and Caltrain projected operating deficits

Annual Projected Operating Deficit	BART	Muni	Caltrain*	Total
FY 2023/24	-	-	\$(25)M	\$(25)M
FY 2024/25	\$(143)M	\$(130)M	\$(49)M	\$(322)M
FY 2025/26	\$(334)M	\$(214)M	\$(47)M	\$(595)M
FY 2026/27	\$(311)M	\$(217)M	\$(51)M	\$(579)M
FY 2027/28	\$(343)M	\$(234)M	\$(55)M	\$(632)M
<b>5-year total</b>	<b>\$(1,131)M</b>	<b>\$(795)M</b>	<b>\$(227)M</b>	<b>\$(2,153)M</b>



# Transit is critical to meeting San Francisco's and the region's goals

## ConnectSF



Equity



Environmental  
Sustainability



Accountability  
and Engagement



Economic Vitality



Safety and  
Livability

*Transportation is the largest source of greenhouse gas emissions in San Francisco (47%) and private cars and trucks produce the majority of those emissions.*

[www.sfmta.com/sustainability-and-climate-action](http://www.sfmta.com/sustainability-and-climate-action)

# BART, Muni and Caltrain





# BART Financial Outlook

San Francisco County Transportation Authority

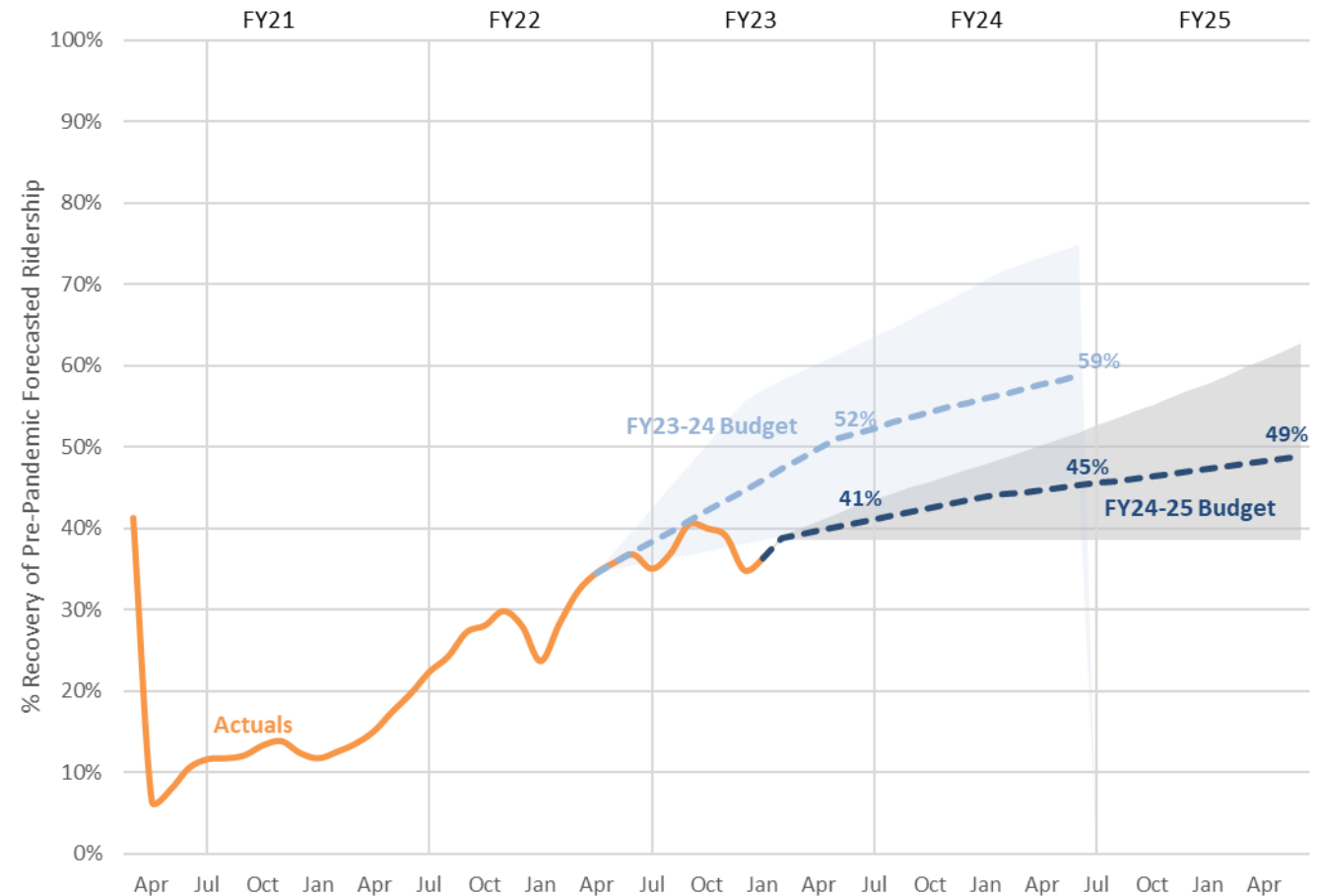
February 28, 2023



# Near-term Ridership Outlook

- FY23 year-to-date trending below budget
- Most companies are operating under “new normal”<sup>1</sup>
- Forecast assumptions
  - Small increase in commute market commensurate with return-to-office
  - Slow recovery in transit mode share for all trip markets
- Forecast results
  - Downgraded ridership forecast for FY24/FY25 budget

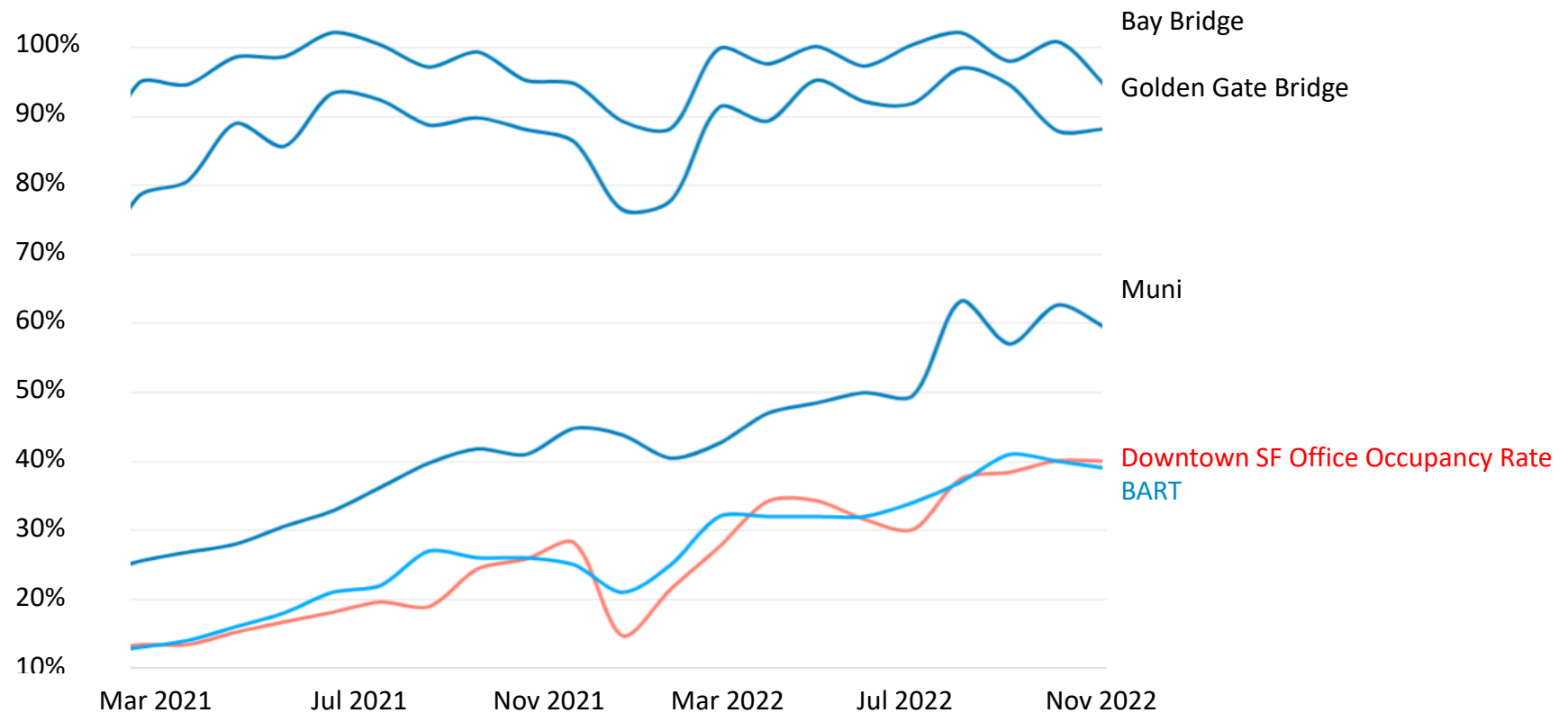
BART Ridership Recovery Projections



# Bay Area Travel Trends

- BART ridership aligns more closely with downtown San Francisco office occupancy than other modes
- Currently, nearly 60% of all BART trips begin or end at one of the four downtown SF stations
  - Pre-pandemic, more than 250K trips daily

*Traffic Volumes by Mode Compared to Equivalent Month in 2019*

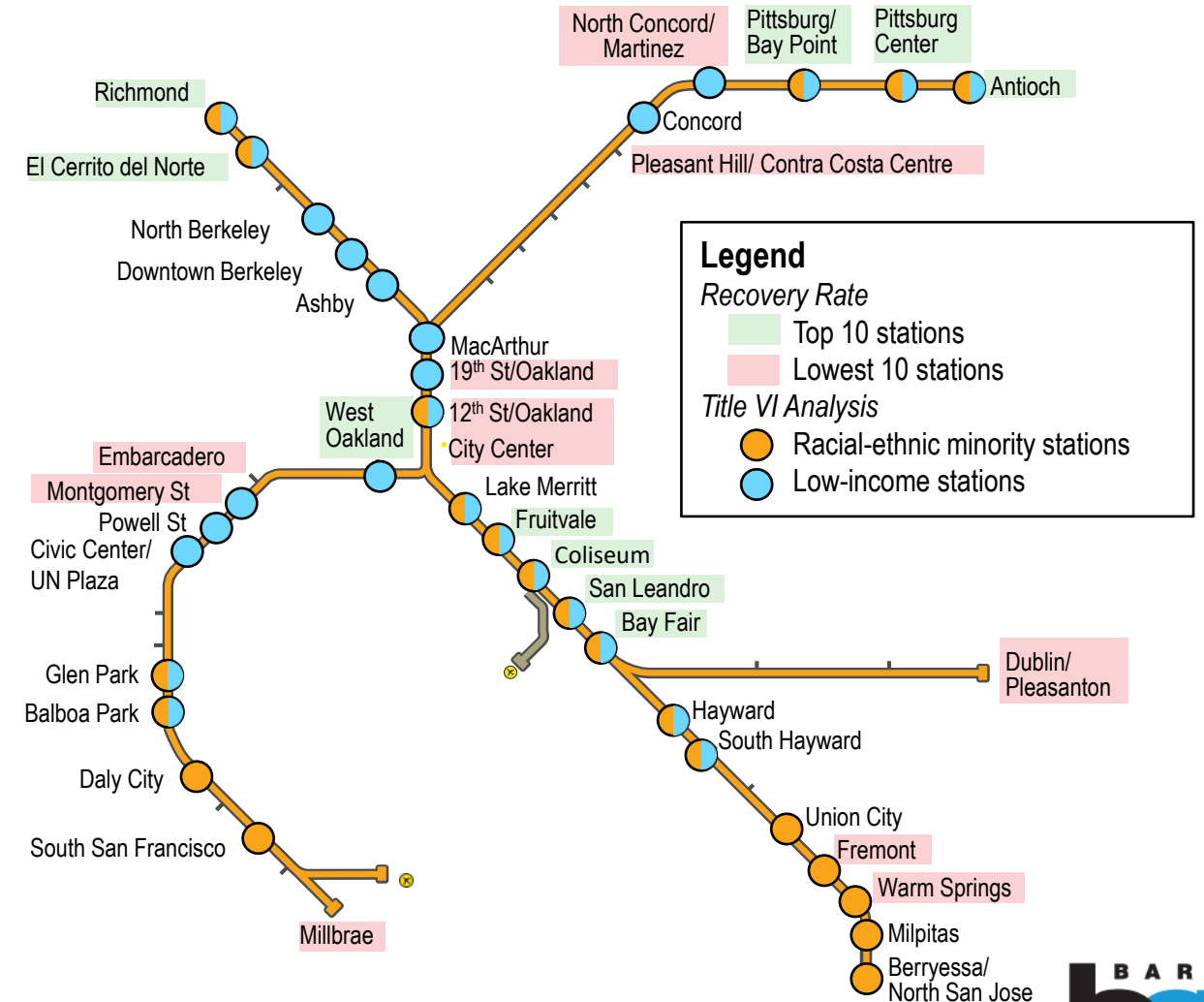


Source: San Francisco Chamber of Commerce:- Downtown Economic Indicators Data Dashboard

# Ridership Recovery Trends

- Stations serving people of color and low-income riders tend to have higher recovery rates
- Stations serving commute markets have the highest ridership numbers but the lowest recovery rates
- Ridership profile
  - 31% live in households with income under \$50,000
  - 44% do not have a vehicle
  - 67% identify as non-white
  - 49% are ages 25 to 44
  - 7% have a disability

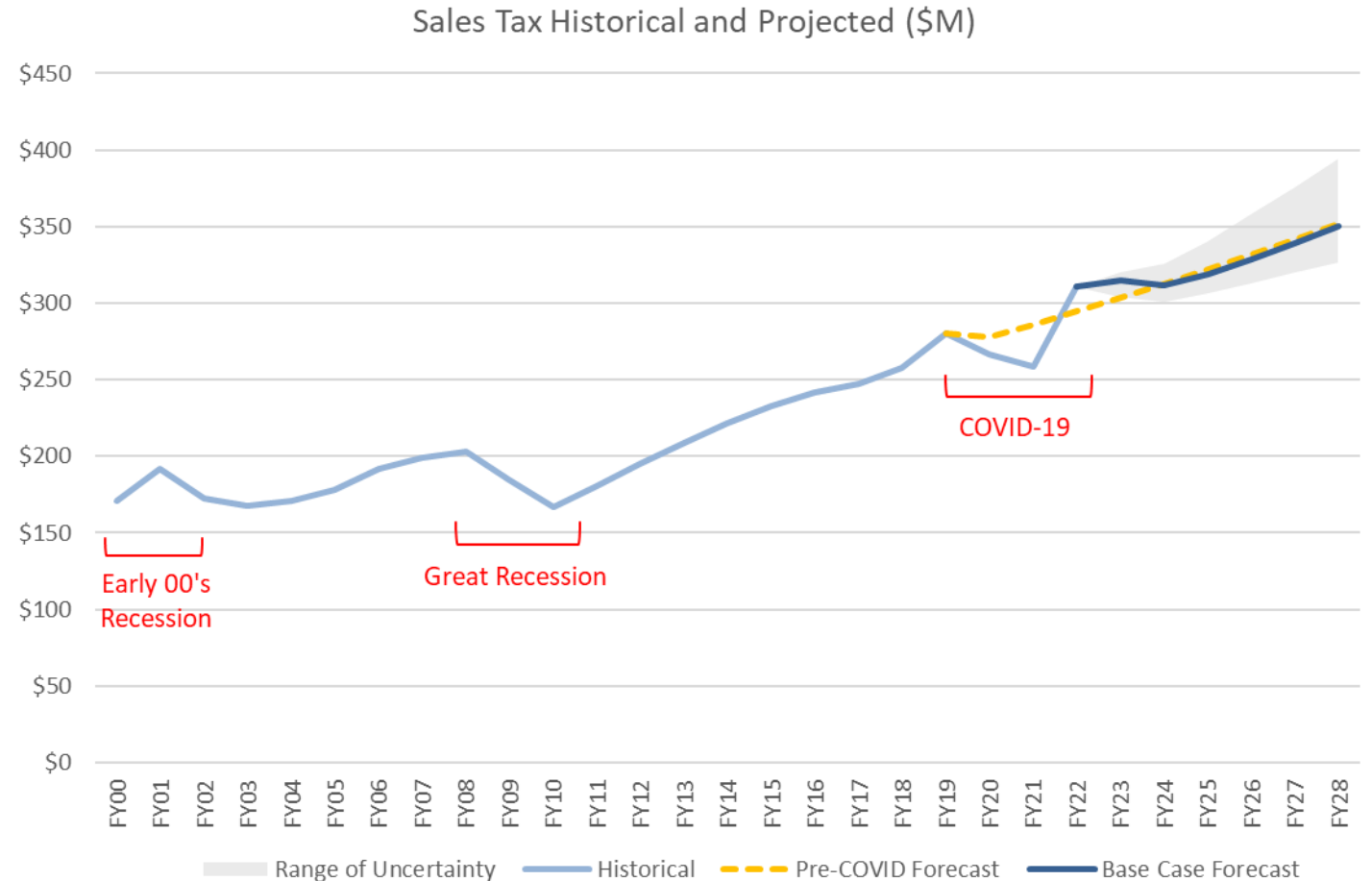
Station Ridership Rate of Recovery and BART Title VI Analysis



Sources: BART average monthly ridership from December 2022 and December 2019, BART Title VI 2022 Triennial Update

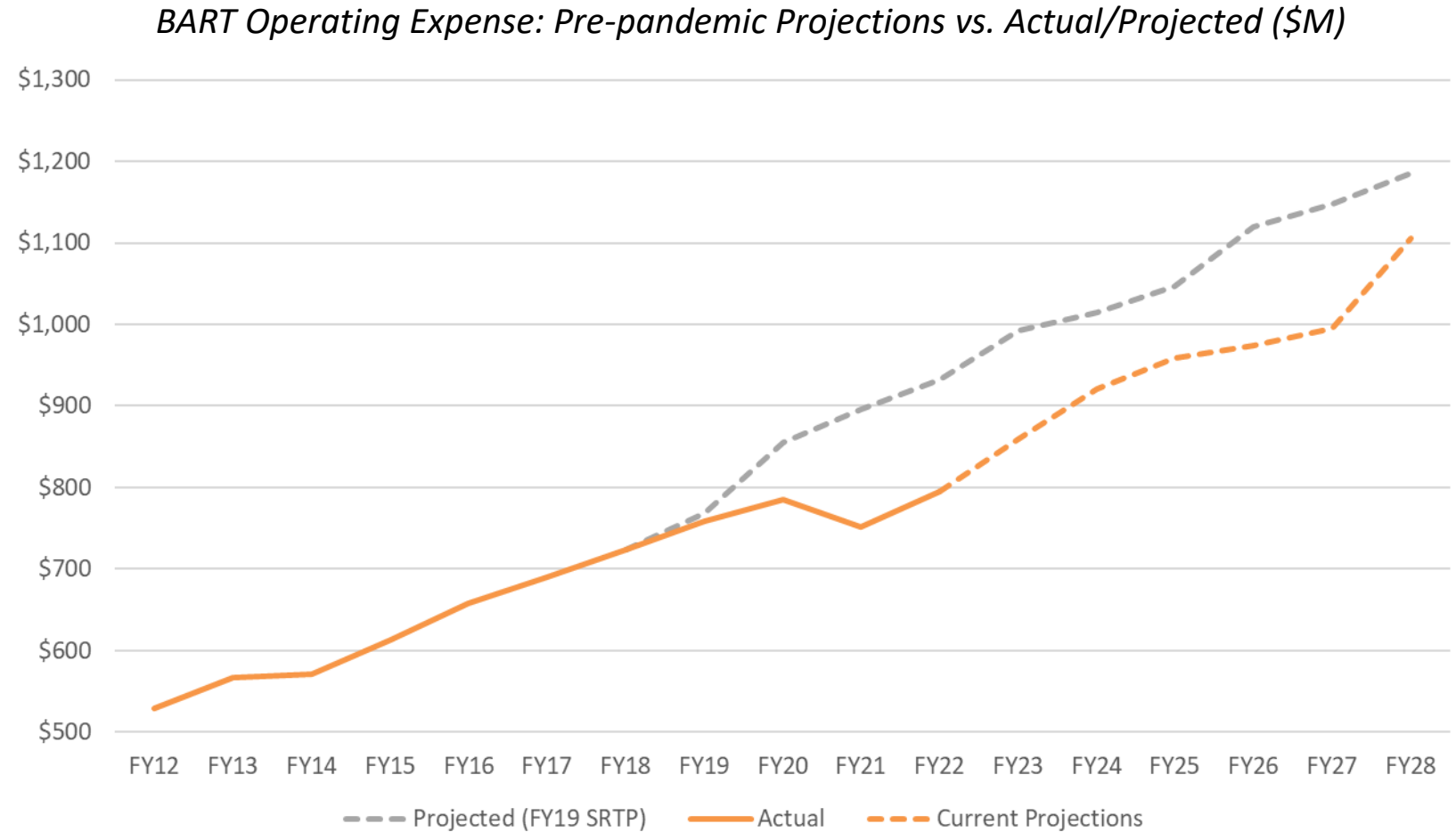
# Sales Tax Trends

- BART receives 75% of ½ cent sales tax in San Francisco, Alameda, Contra Costa Counties
- At an estimated \$315M in FY23, sales tax is now BART's single largest sustained operating revenue source
- Projections assume:
  - Future slowdown during FY24-FY25 budget period
  - 3% annual growth after 2025
- Sales tax is subject to economic cycles



# Operating Uses: Actual and Projected

- More service than pre-pandemic
  - Berryessa extension
- Controlled costs while continuing to deliver service
  - More efficient train operator staffing
  - Hiring freeze for non-essential staff
  - Overtime limited



*Chart shows operating expense only (excludes allocations and debt service)*



# Expense Detail

## ■ Allocations

- Capital commitments, Board policies

## ■ Non-labor costs

- Primarily determined by service levels
  - Traction power, supplies, inventory, tools, fuel, etc.

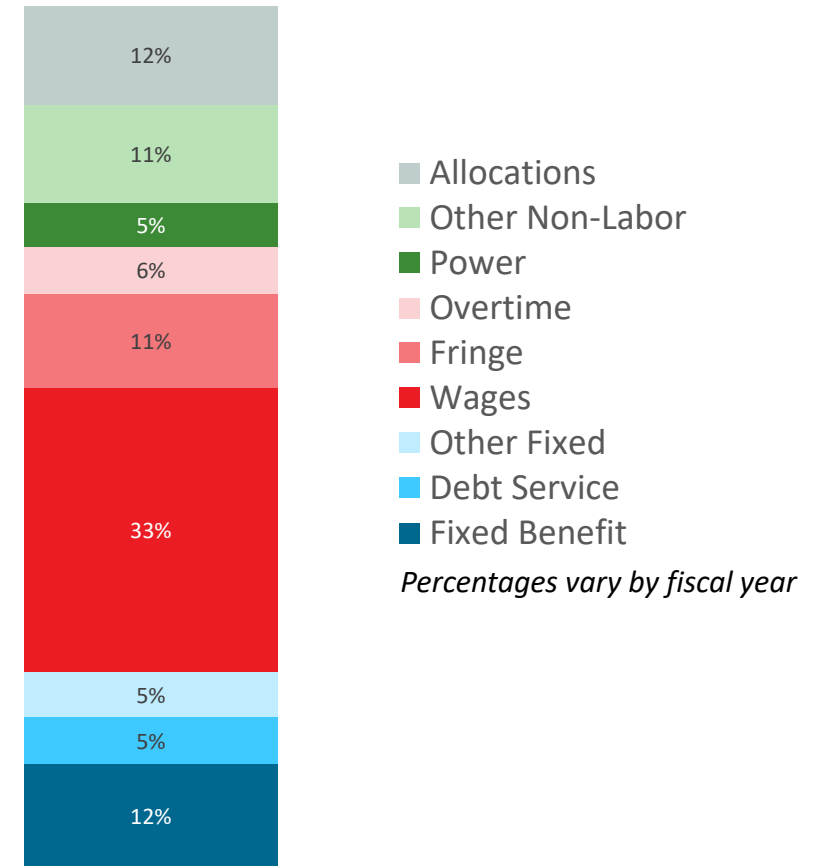
## ■ Wages and fringe benefits

- Primarily determined by head count and collective bargaining agreements

## ■ Fixed costs

- Must be paid regardless of service
  - Retirement liabilities, debt service, contractual obligations, etc.

*FY24 Pro Forma Budget Breakdown*



# Operating Outlook

- Assumes current service levels until FY28
  - Additional service increases would increase deficit
- Core Capacity Program service increases in FY28
  - Additional rail cars, new train control system, traction power and car storage
  - Ultimately will allow for 30 ten-car trains per hour through Transbay Tube
  - Prop L providing \$100M support

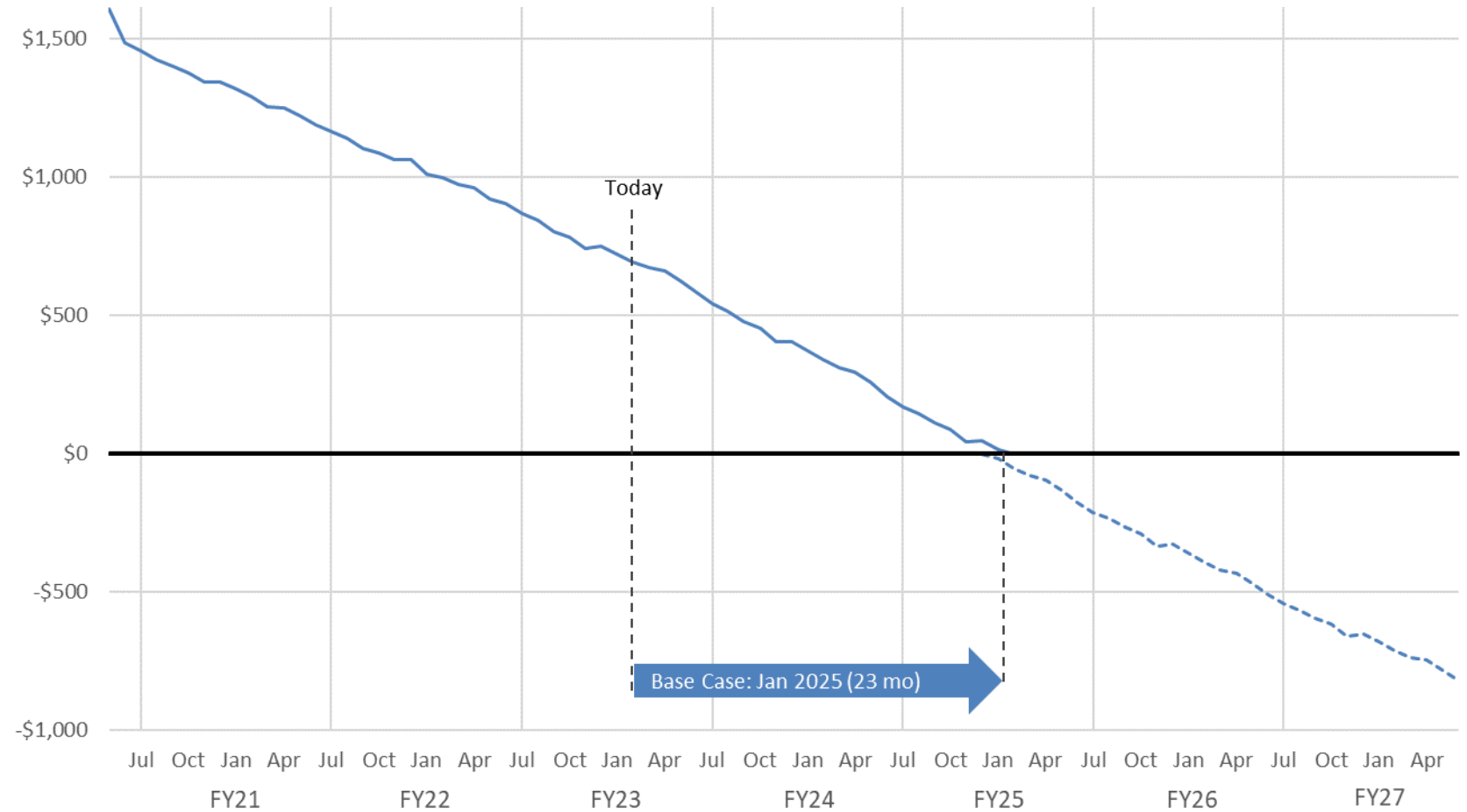
## Operating Outlook Base Case (\$M)

	FY23	FY24	FY25	FY26	FY27	FY28
Operating Revenues	222	270	301	320	352	397
Financial Assistance	469	460	472	487	502	521
<b>Total Regular Revenues</b>	<b>691</b>	<b>730</b>	<b>772</b>	<b>807</b>	<b>854</b>	<b>918</b>
Operating Expense	860	921	959	975	995	1,105
Debt Service & Allocations	152	184	162	166	170	156
<b>Total Uses</b>	<b>1,012</b>	<b>1,106</b>	<b>1,121</b>	<b>1,141</b>	<b>1,165</b>	<b>1,261</b>
<b>Operating Result</b>	<b>(321)</b>	<b>(376)</b>	<b>(349)</b>	<b>(334)</b>	<b>(311)</b>	<b>(343)</b>
Total Federal Assistance	321	376	206	0	0	0
<b>Total Net Result</b>	<b>0</b>	<b>0</b>	<b>(143)</b>	<b>(334)</b>	<b>(311)</b>	<b>(343)</b>

# Projected Federal Assistance Expenditures

- Federal aid has enabled BART to operated since 2021; this funding is projected to run out in Jan 2025
- \$25M to \$30M average monthly utilization rate over previous six months

Federal Aid Expenditure and Deficit Forecast (\$M)



# Potential Consequences Without Operating Funds

- 30 – 60 Minute train headways
- Open stations later and close earlier
- Station closures
- Line shutdowns
- No weekend service
- Mass layoffs
- Increased traffic congestion
- Negative impact on state climate goals
- Priority populations disproportionately impacted
- **No BART service**



# BART's Fiscal Outlook Summary

- BART federal funding expected to be fully spent by January 2025
  - FY25 \$140M operating deficit; following years' deficits exceed \$300M annually
- FY24 and FY25 budget process will focus on minimizing FY25 deficit, including:
  - Limiting expenses while maintaining service quality
  - Reviewing capital allocation commitments, timing, and amounts
  - Exploring options for additional revenues and financial assistance
- Continue work to bring back riders through investments in safe, clean, reliable service, including:
  - March 2023 new police patrol deployment – officers predominantly on trains/in stations, more visible to riders
  - Fully staffing cleaning crews, more frequent car cleaning, deep-clean teams at high volume stations
  - Implementing Strategic Homeless Action Plan

110



SFMTA

San Francisco Municipal Transportation Agency

# Muni Fiscal Cliff

San Francisco County Transportation Authority Board

February 28, 2023

# During the pandemic

## Financial devastation

- Transit fare revenue decimated
- Parking revenue decimated
- Free and discounted services added:
  - No fare increases
  - Discounts for more Muni riders
  - New services (Essential Trip Card)
- Exacerbated existing structural deficit

## How we survived

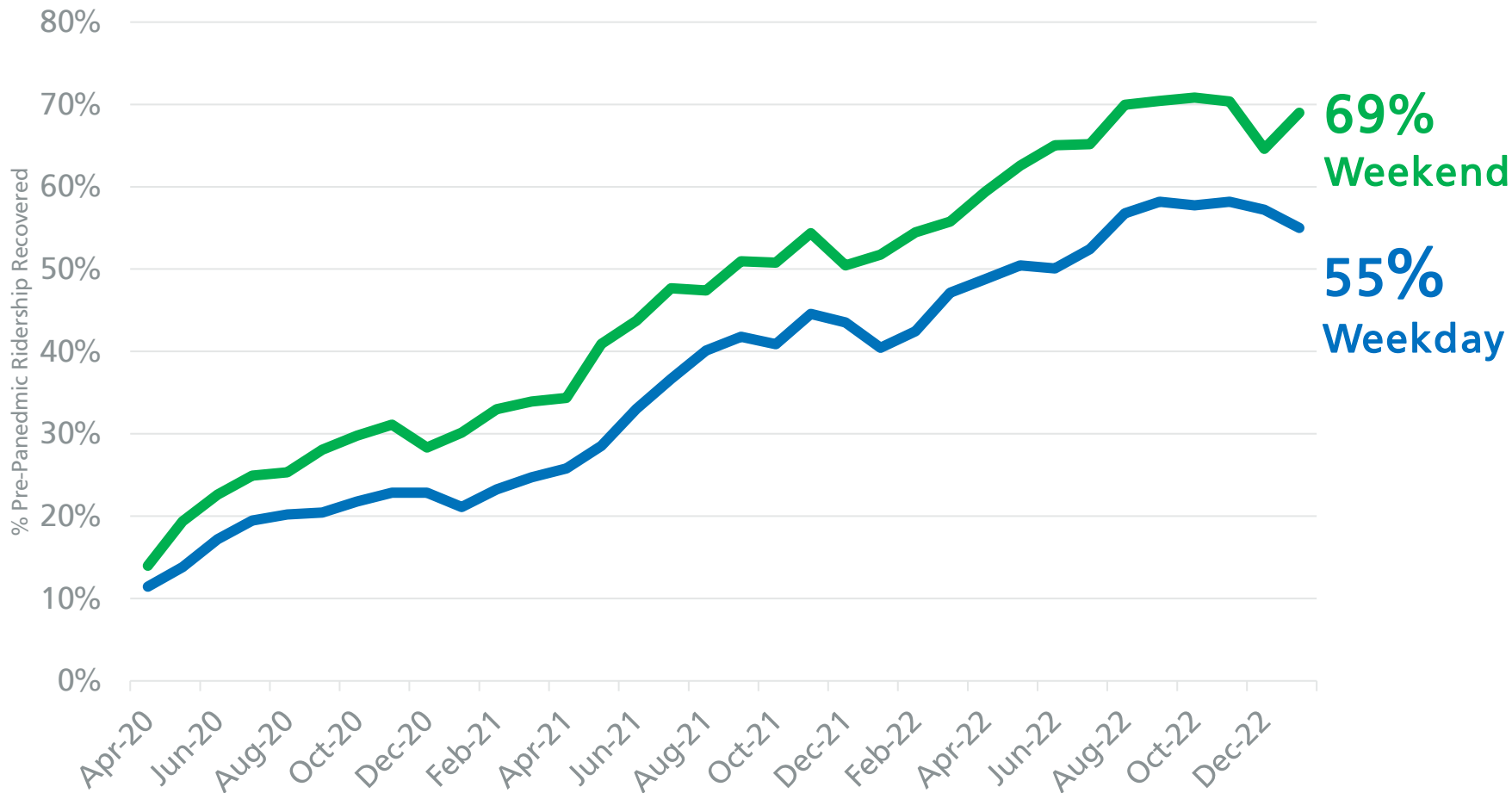
- Limited hiring for 18 months
- Fought for SF's fair share of federal relief funds
- Restored Muni service prudently
- As parking funds came back, used them to subsidize Muni

# Current financial trends

	Revenue
↓	Transit fare revenue
↓	SF General Fund transfer
×	Federal relief funds
→	Parking fees & fines subsidize Muni
	Expenses
↑	Labor costs
↑	Inflation

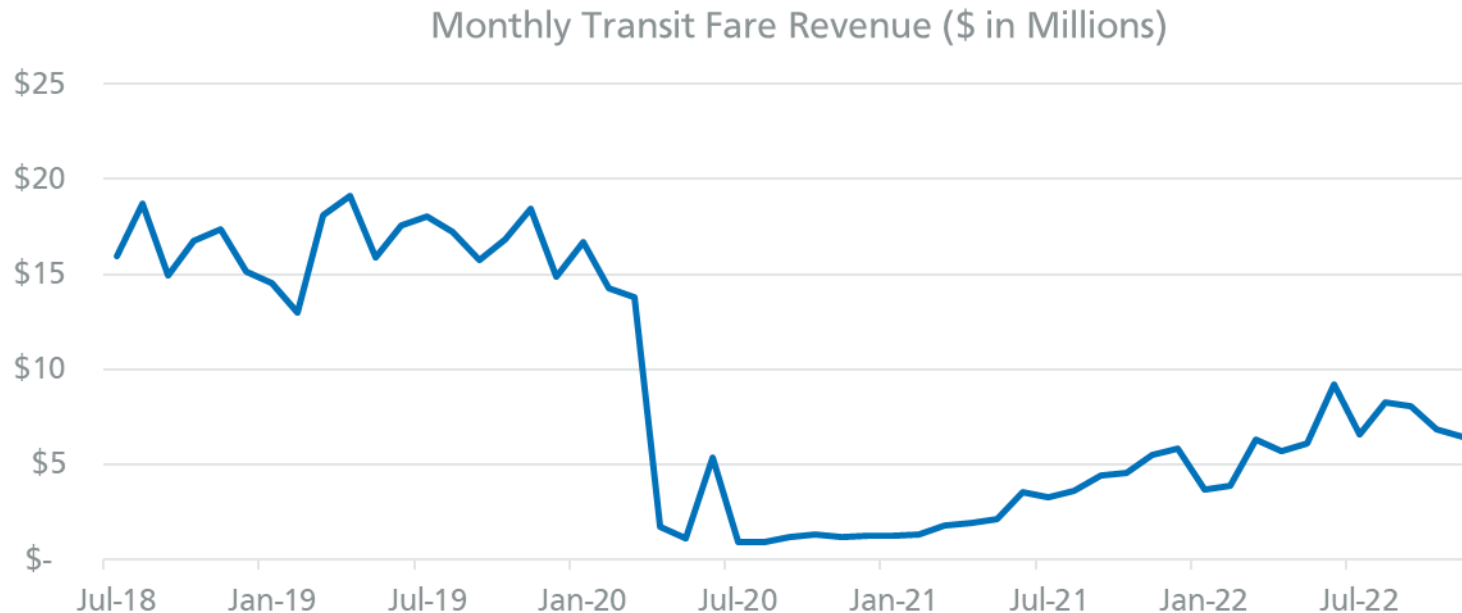


# Bus and LRV Ridership Trends: Weekend and Weekday



# FY23 Transit Revenue

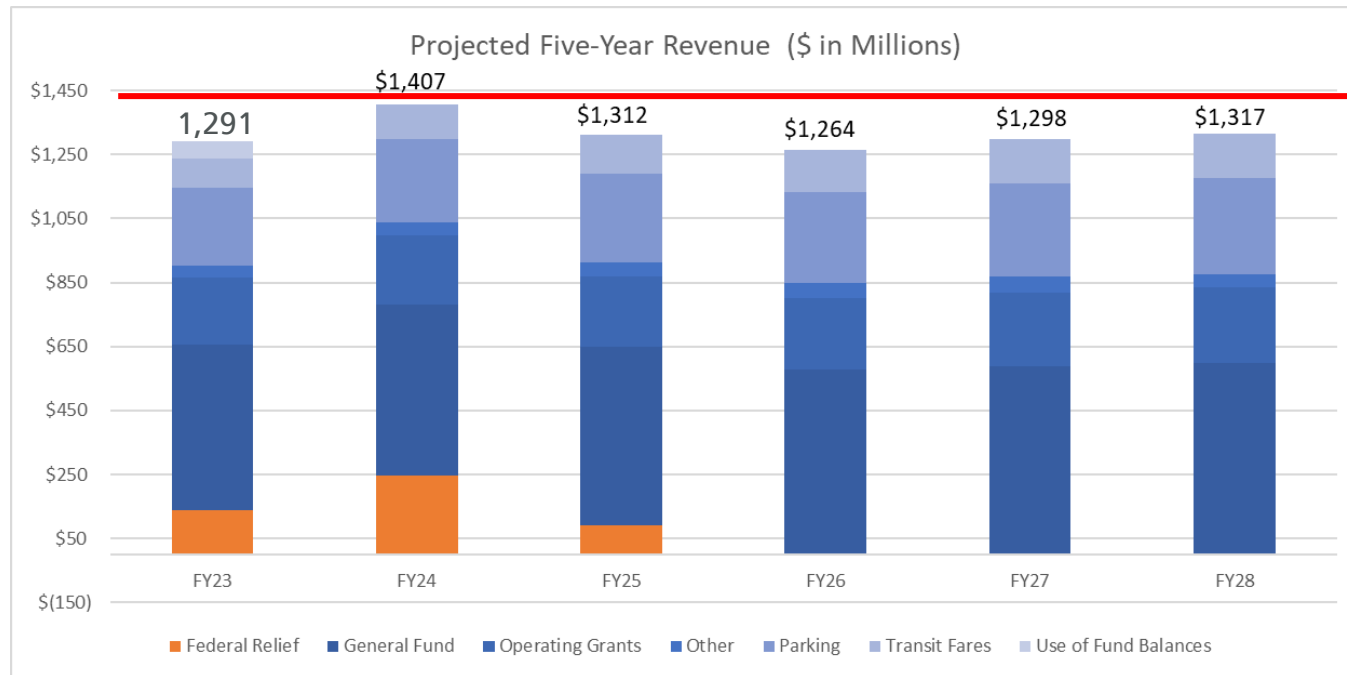
Transit revenue is far below pre-pandemic level and flattening



- Recovery of transit fare revenue is slower than ridership recovery
- Transit revenues are 43% of FY19 revenues at same point in the fiscal year

# Five Year Revenue Projection

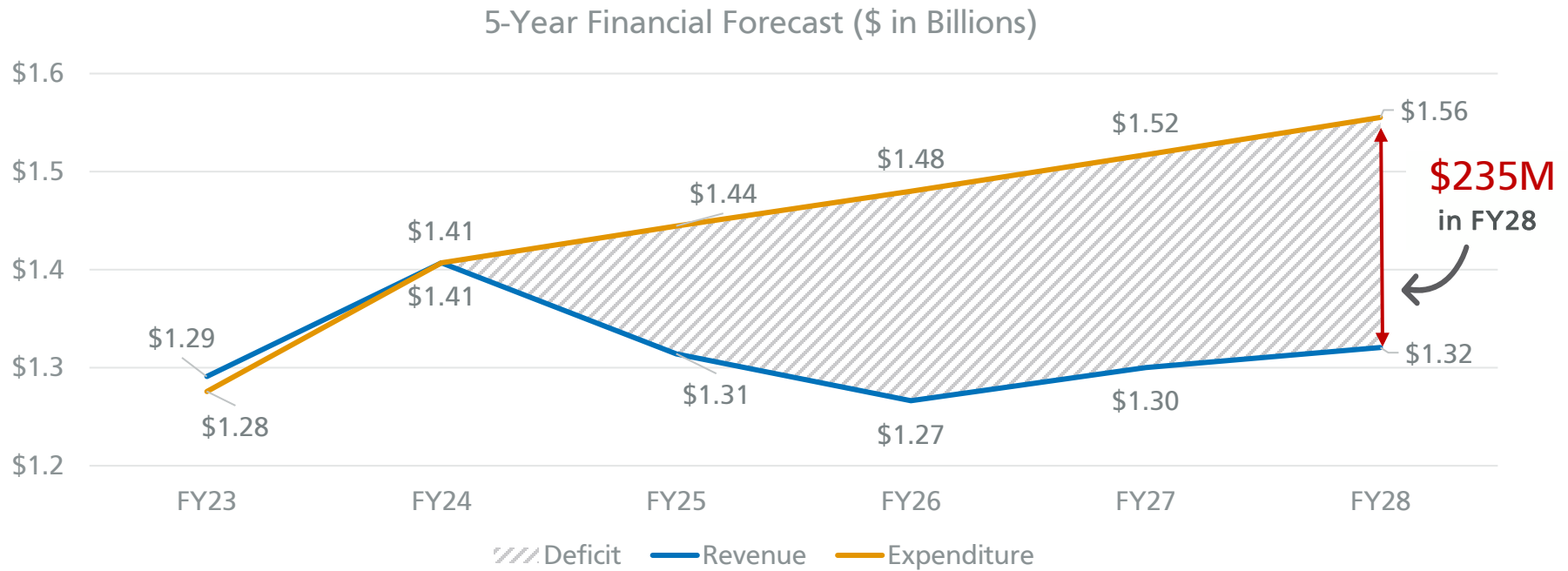
Federal relief not replaced by enterprise revenues, resulting in lower funding.



- Federal relief is fully expended in FY25
- Revenues remain flat
- General Fund, parking and transit revenues assume some recovery, which may not materialize

# 116 Five Year Forecast

When federal funds run out in FY25, the SFMTA will have a large and growing deficit



Deficit: \$130M in FY25 | \$214M in FY26 | \$217M in FY27 | \$235M in FY28 | Cumulative \$796M in FY2028

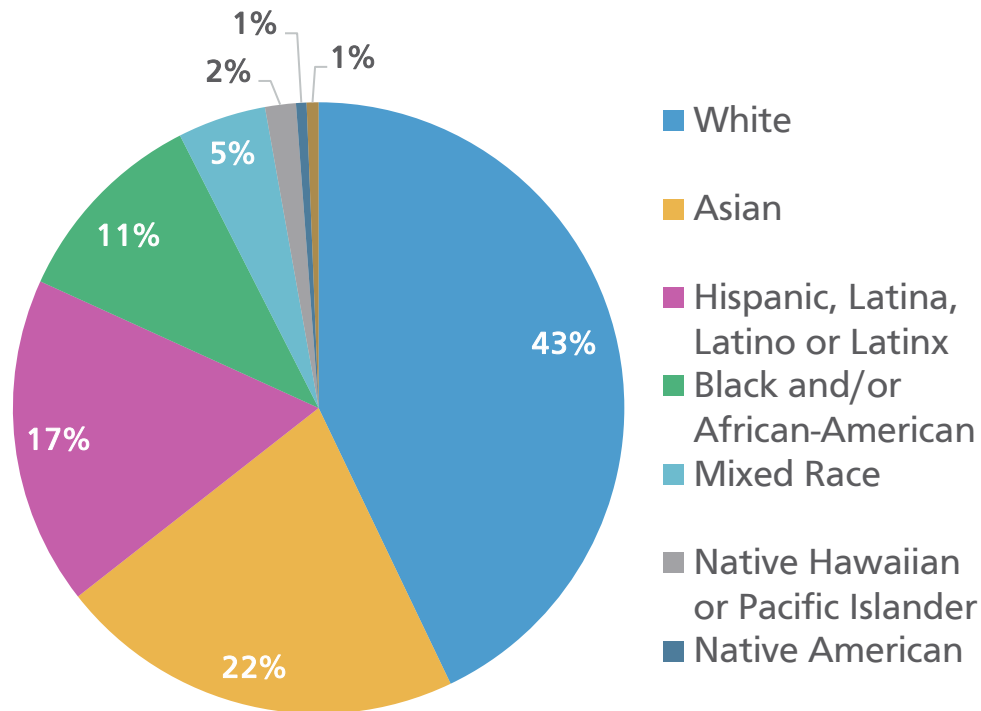
# Impact of Deficit



- Rolls back Muni service restoration (\$130M deficit = more than 20 Muni lines)
- Impacts hundreds of thousands who depend on Muni every day
- Puts economic recovery of SF downtown at risk
- Requires gutting maintenance of Muni vehicles, cutting basic street safety programs

# Muni rider demographics

## Race



## Income

%

Less than \$10,000	13%
\$10,000-\$34,999	31%
\$35,000-\$49,999	26%
\$50,000-\$74,999	18%
\$75,000-\$99,999	5%
\$100,000-\$149,999	5%
\$150,000 or more	3%

Source: 2017 Systemwide On-Board Survey

# Multipronged effort to close funding gap

- Bring back riders
- Implement budget off ramps
- Pause plans to add Muni service
- Increase parking meter revenue
- Index Muni fares to keep pace with inflation
- Increase fare enforcement
- Advocate for state gap funding
- Lay groundwork for a ballot measure



# Questions?







# Caltrain Update

SFCTA Board Meeting  
February 28, 2023



# Caltrain Ridership & Revenue Impact

## Impact

- Since 2019, reduction in ridership has resulted in a loss of over \$60 million in annual farebox revenues

## Ridership

### Average Weekday Ridership

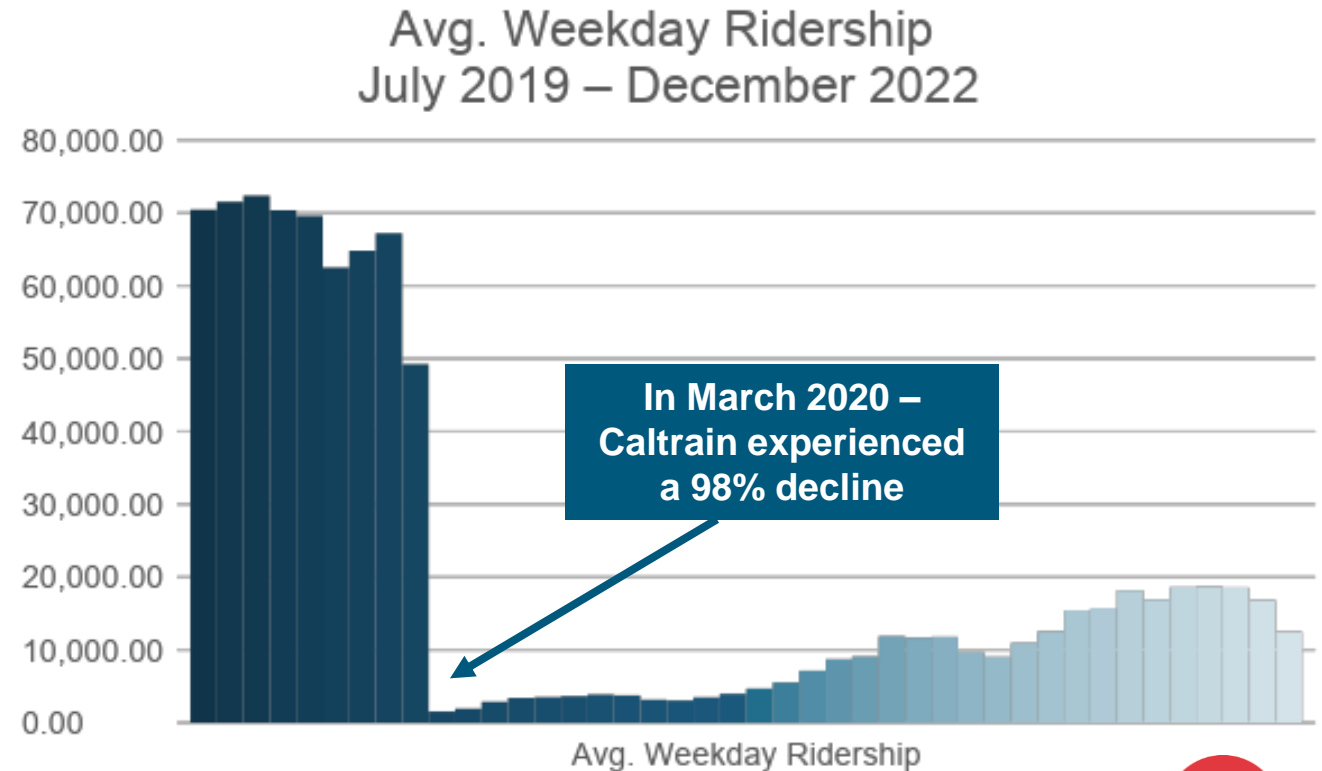
- 2020, **declined 98%**
- 2022, **still 25% of 2019 levels**

### Average Weekend Ridership

- 2022, 65% of 2019 levels

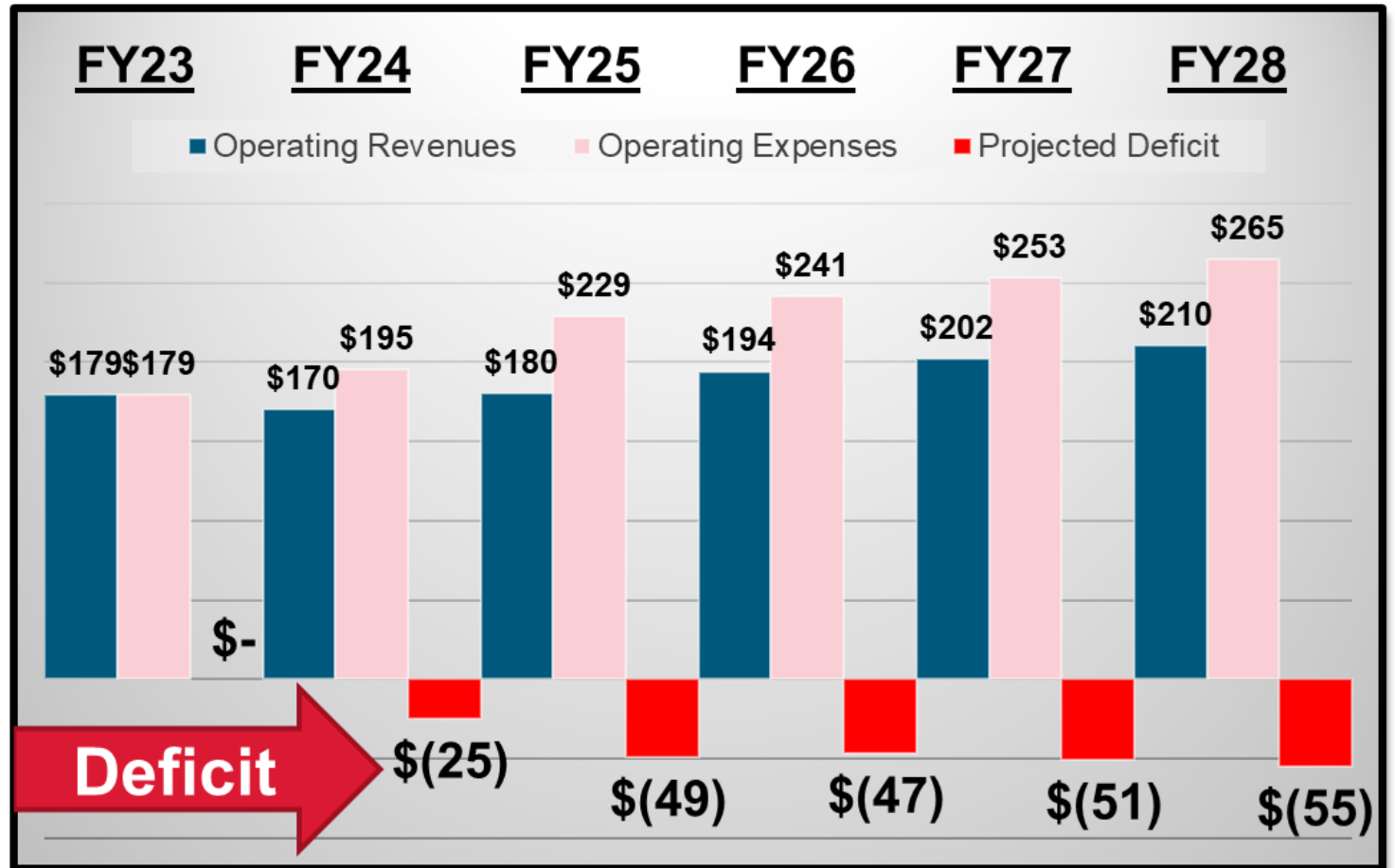
## Farebox Related Revenue

- 2019: **~74%** of annual operating budget
- 2023: **~25%** of annual operating budget (expected)



# Projected Operating Deficit

- One-time federal supported operating funds supplementing operating shortfall have been spent as of 2022
- **Given the TIRCP Cycle 6 award, Caltrain's fiscal cliff will likely be pushed out from FY2024 up to two years based on current assumptions, but further analysis is needed.**



Graph, before additional resources from TIRCP Cycle 6

# Caltrain Implications

- Recent Census Data: Bay Area highest work from home percent in the country
- Cutting service alone will not address Caltrain's operating deficit
- Rail has high fixed costs (maintain tracks, facilities, etc) and is not able to save as much by cutting service, compared to bus or other transit systems
- Additional funding is needed for Caltrain to remain financially solvent
- Without additional funding, difficult decisions on workforce, service, capital projects, and state of good repair must be made

# Low-Income Ridership

- Caltrain serves a range of riders along its corridor and began its Go Pass Donation Program in 2021
- In 2022, recipients of donated Go Passes completed over 20,000 rides on Caltrain
- Over 50% of Go Pass Donation Program riders reported annual household income of less than \$50,000 as compared to 10% of 2019 Caltrain riders
- In general, Caltrain riders' annual household income dropped by ~40% in the early pandemic and remains down slightly from pre-pandemic levels
- In 2023, Caltrain looks forward to expanding ridership in partnership with community organizations through the Go Pass Donation Program. Thus far, in 2023, recipients are completing 600-700 rides a week on Caltrain



# Ridership Growth Actions

- Board Adopted **Equity, Growth, and Recovery Policy**
- **Revised schedule:** standard schedule, highest level service - focused on more midday, evening and weekend service (diversify ridership)
- **Regional Coordination:** timed transfer, better signage Millbrae; GM group
- **Go Pass Donation Program:** Bringing in new riders by providing passes for low-income and historically disadvantaged riders
- **Fare promotions:** 50% off ticket sales, Offering low-income riders half off their fare through Clipper START program
- **Customer Experience:** 300 new bicycle eLockers, new ticket options (mobile/in-person)
- **Taskforce Created:** Cross functional, dedicated to ridership growth
- **Electrification Planned 2024**



# With Support: Our Future

- Electrified Passenger Service 2024
  - Fight climate change, retire 30-year-old diesel trains
  - Inspire new riders with more frequent service and enhanced amenities



Smoother ride, digital signs, wi-fi, power sources every seat, baby changing table

- Maintain and grow jobs directly and indirectly
- Support quality of life in the region: alternative to driving 101 corridor for work, family or social events; cleaner air and decreased noise
- Increase mobility options for residents of equity priority communities



# Contact Info

Michelle Bouchard, Executive Director

Email: [bouchardm@caltrain.com](mailto:bouchardm@caltrain.com)

Casey Fromson, Chief Communications Officer

Email: [fromsonc@caltrain.com](mailto:fromsonc@caltrain.com) cell: 650.288.7625

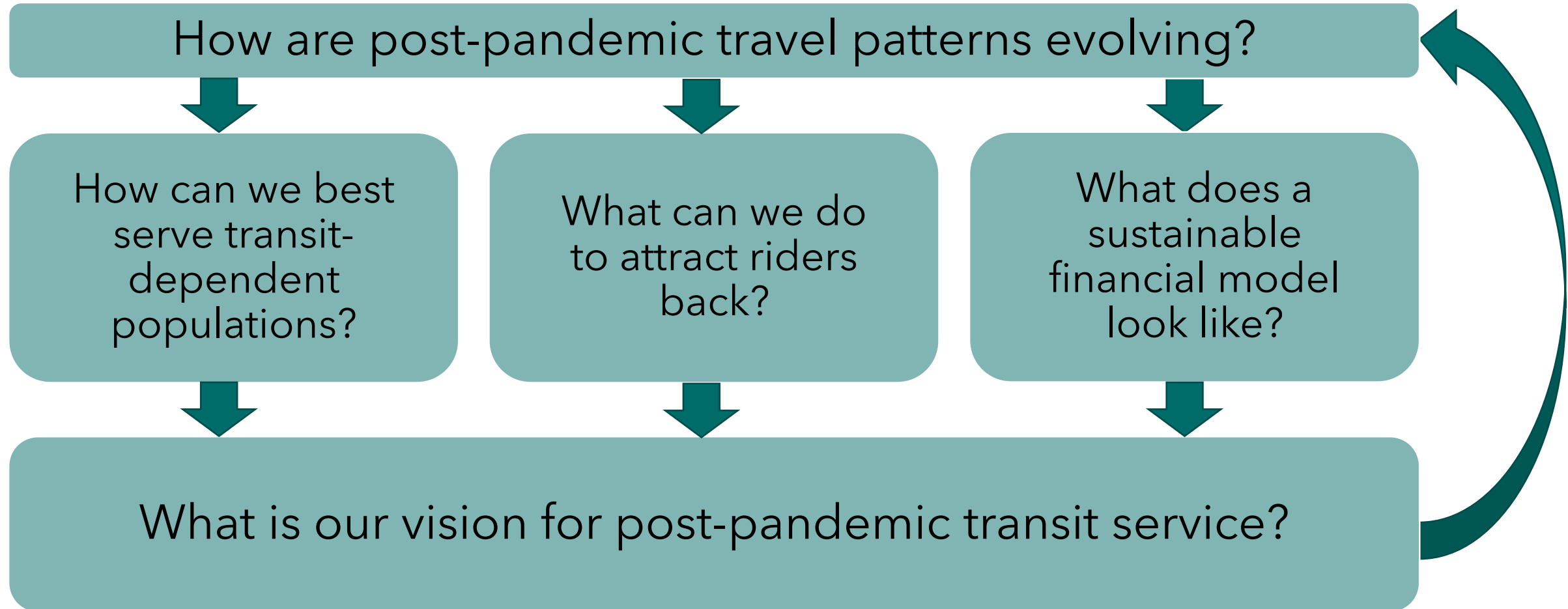


FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)

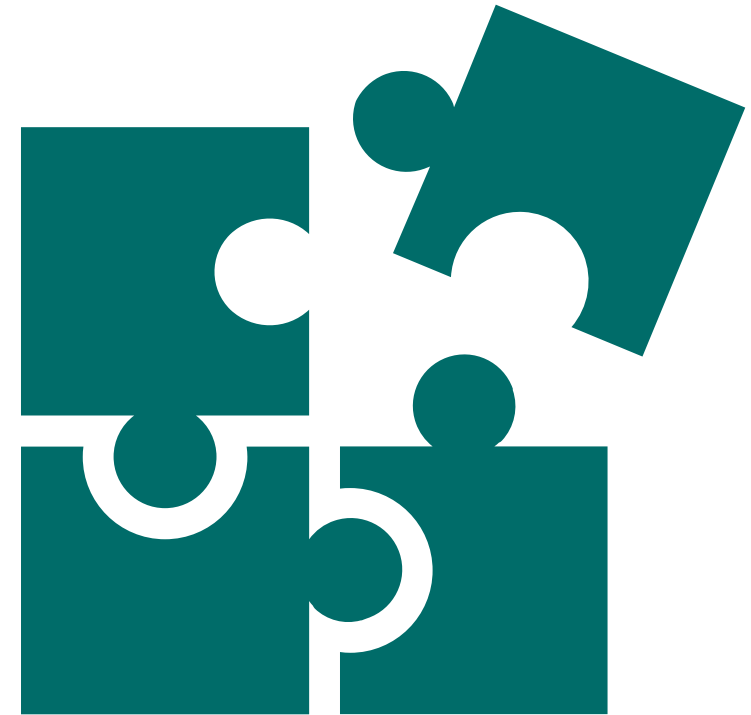


# Big Questions



# What does a sustainable financial model look like?

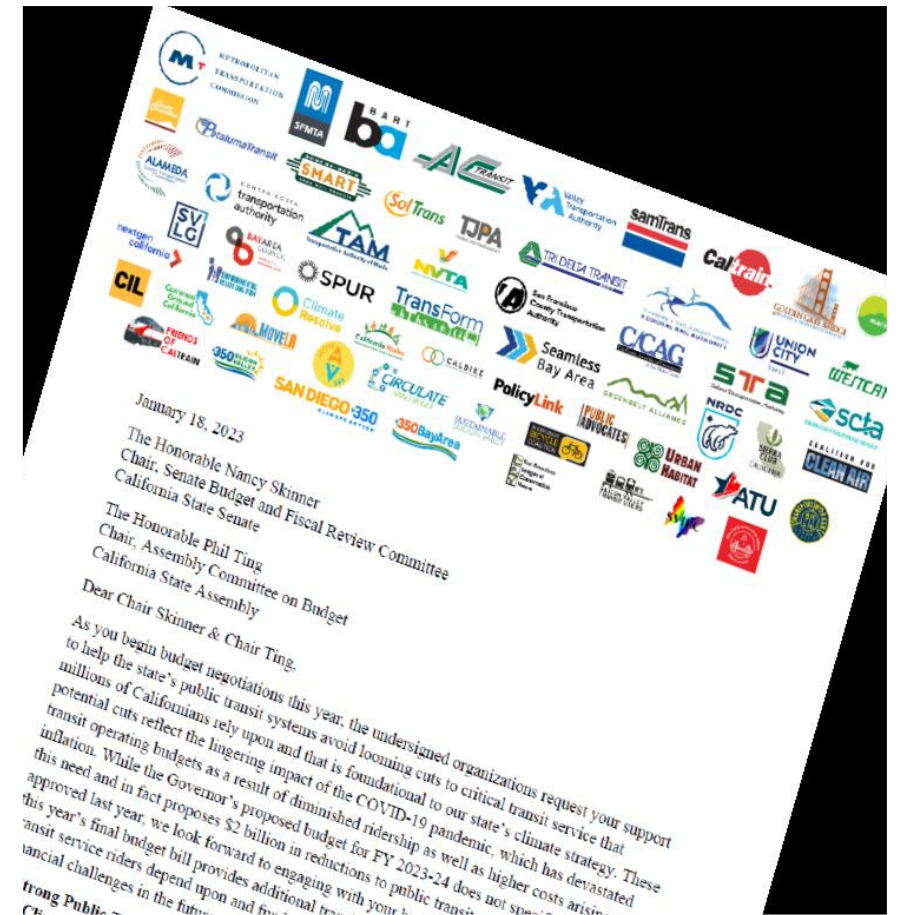
- No one revenue source will solve the problem for all operators
- We will likely need local, regional, and/or state/federal funding sources
- Need to explore new models that are less ridership-dependent (e.g., fares)
- May require state authorizing legislation
- Will require education campaigns about transit and the need for financial support



# We need bridge funding to buy time

## 5-Year Bridge Funding Proposal

- Transit operators, MTC, California Transit Association, and other stakeholders are working together to advocate in Sacramento for funding to address near-term funding shortfalls
- Two-pronged proposal:
  - Funding by need to transit operators facing fiscal cliffs
  - Funding for transit improvements to retain and attract new riders
- Will require strong coordination regionally and at the state level



# Thank you.

**Michelle Beaulieu**

michelle.beaulieu@sfcta.org

**Maria Lombardo**

maria.lombardo@sfcta.org



San Francisco  
County Transportation  
Authority



[sfcta.org/stay-connected](https://sfcta.org/stay-connected)



January 18, 2023

The Honorable Nancy Skinner  
Chair, Senate Budget and Fiscal Review Committee  
California State Senate

The Honorable Phil Ting  
Chair, Assembly Committee on Budget  
California State Assembly

Dear Chair Skinner & Chair Ting,

As you begin budget negotiations this year, the undersigned organizations request your support to help the state's public transit systems avoid looming cuts to critical transit service that millions of Californians rely upon and that is foundational to our state's climate strategy. These potential cuts reflect the lingering impact of the COVID-19 pandemic, which has devastated transit operating budgets as a result of diminished ridership as well as higher costs arising from inflation. While the Governor's proposed budget for FY 2023-24 does not specifically address this need and in fact proposes \$2 billion in reductions to public transit capital that the Legislature approved last year, we look forward to engaging with your budget subcommittees to ensure that this year's final budget bill provides additional transit operating assistance to sustain critical transit service riders depend upon and fund proven strategies to attract new riders and help lessen financial challenges in the future.

### **A Strong Public Transit System is Vital to Creating an Equitable, Economically Vibrant and Climate Friendly Future**

Based on 2021 U.S. Census data, almost 60 percent of California residents who commute via public transit have a household income below \$35,000. Over half a million California households own no vehicle and count on public transit for their daily needs, including access to K-12 education and college. Public transit is an economic lifeline for these residents, especially seniors and persons with disabilities. Yet residents of all income levels also depend on transit to access their jobs and maintaining the viability of the transit systems is essential for the future of the state's economy and quality of life. Public transit also supports good-paying jobs, employing over 31,000 California workers statewide in FY 2021.

When it comes to climate change, California prides itself on being a global leader. The state has taken a two-pronged strategy to reduce transportation-related emissions – the largest of any

sector – by decarbonizing the vehicle fleet, while also encouraging less driving through a combination of investments in transit and other modes plus a suite of policies to encourage more infill, transit-oriented development. Policies aimed at reducing vehicle miles traveled (VMT) depend on a reliable and convenient public transit system; they have little chance of success if transit agencies across the state have to make severe cuts to service.

Today, about 65 million trips/month are taken on transit in California, reducing VMT by hundreds of millions each year. To meet the state's carbon neutrality goals by 2045, however, significantly more people will need to choose transit instead of driving. To encourage this shift, California Air Resources Board has urged the state to support efforts to *double local transit coverage and service frequencies* by 2030, recognizing that both vehicle decarbonization *and* less driving are needed to achieve our state's bold greenhouse reduction targets. However, without a multi-year commitment of state funds to help sustain transit and put it on a path to attracting millions of new riders, the state's climate strategy is in serious jeopardy.

### **Bay Area Operators Face Significant Looming Budget Shortfalls**

We are at an unprecedented moment, with the survival of transit as we know it at risk. The rise of remote work, growing costs due to inflation, and apprehension to ride transit due to health concerns has led to a growing fiscal cliff on the horizon. Additionally, the transit sector is severely understaffed (with some agencies reporting as high as 30 percent of jobs unfilled for some positions), limiting service agencies can put on the street and placing upward pressure on salaries and benefits as agencies work to retain and attract workers.

Based on current ridership, service levels, and cost trends, Bay Area operators forecast annual budget shortfalls in the tens of millions of dollars in FY 2023-24, growing to hundreds of millions of dollars beginning in FY 2024-25 and thereafter. Funding gaps of this magnitude cannot be addressed through fare increases or service cuts; doing so would lead to service of such poor quality that it would erode transit's climate benefits and cut off even basic access to critical destinations for those who rely on it most. For instance, to achieve budgetary savings in the range of 20-40 percent, the Bay Area Rapid Transit District (BART) would need to cut service by 65-85 percent, eliminating access to jobs, schools, grocery stores, and other essential services for many current riders. This, in turn, would further reduce passengers, leading to further cuts. We cannot let this doomsday scenario happen.

Fortunately, in the medium and long term, there is reason for optimism. While statewide ridership is around 60 percent of its 2019 levels and Bay Area ridership around 53 percent, ridership is steadily growing. In October 2022, statewide ridership was up 14 percent compared to a year before and in the Bay Area up by 34 percent. Bay Area transit operators are working more closely than ever, together with the Metropolitan Transportation Commission (MTC), to create a better, more seamless transit experience across the region. Plans are beginning for a future regional transportation measure to follow the regional housing measure planned for 2024. A unified mapping and wayfinding system is being designed to make transit easier to navigate. The first all-agency transit pass using the Clipper<sup>®</sup> card is being piloted at key colleges and affordable housing sites. Operators across the state are likewise deploying technology to shift to mobile fare payment and updating their routes and frequencies to better serve existing riders while also attracting more of them.

### Honor Transit Commitments from FY 2022-23 Budget

Under your leadership, California has made historic investments in our transit capital infrastructure, supporting critical rail and bus expansion and the zero-emission transit transition. The historic transit investment made in last year's Transportation Package includes \$4 billion over the next two years for further transit and intercity rail capital investments, yet Governor Newsom proposes to cut this in half, reducing the amount to \$1 billion next year and \$500 million for the following two years. Doing so would put at risk the funding plans for high priority projects in the Bay Area, several of which are already under construction or poised to receive billions of dollars in highly competitive federal funds.

### Request: Provide New Multi-Year Funding for Transit Operating Assistance

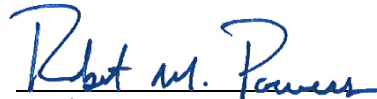
To address the operating challenges, we are seeking a new multi-year operations funding commitment on a limited term basis to assist California's transit systems as they recover from the pandemic and develop long-term funding plans, as necessary. The funding picture for each transit system is unique and there is no one-size-fits-all path to financial sustainability. While some agencies need assistance to stave off service cuts next year, other agencies face deficits in the hundreds of millions of dollars starting in FY 2024-25 or FY 2025-26. Others may not face near-term service cuts but have priorities that, *if funded*, could attract significantly more riders (advancing the state's climate goals) and help avoid budgetary challenges down the road. This month, we are working in coordination with partners statewide, including the California Transit Association, to refine our assessment of the funding need and aim to follow up with a more detailed proposal in February. In addition, we are seeking an extension of the statutory relief previously provided to transit agencies through FY 2024-25.

Californians demand meaningful action on climate change and want their state representatives to ensure transit is not just a viable option, but an attractive one to get to work, school, health care, shopping, dining, entertainment and more. We know that you share these goals and look forward to working with you to ensure that public transit both survives and thrives in California. Please contact Rebecca Long, MTC Director of Legislation and Public Affairs, at [rlong@bayareametro.gov](mailto:rlong@bayareametro.gov) or 510-504-7914 with any questions.

Sincerely,



Therese W. McMillan  
Executive Director, MTC



Robert Powers  
General Manager, BART

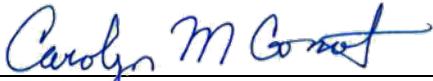


Jeff Tumlin  
Director of Transportation, San Francisco  
Municipal Transportation Agency



Mike Hursh  
General Manager, AC Transit





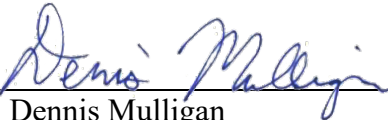
Carolyn Gonot  
General Manager, Santa Clara VTA



April Chan  
General Manager/CEO/Executive Director,  
SamTrans/San Mateo County Transportation  
Authority




Michelle Bouchard  
Acting Executive Director, Caltrain



Dennis Mulligan  
General Manager, Golden Gate Bridge,  
Highway and Transportation District



Steve Adams  
Transit Manager, Union City Transit



Jason Baker  
Senior Vice President,  
Silicon Valley Leadership Group



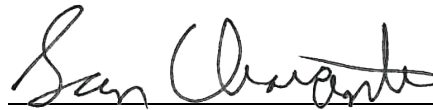
Daniel Barad  
Associate Director, Sierra Club




Rashidi Barnes  
Chief Executive Officer, Tri Delta Transit




Tilly Chang  
Executive Director, San Francisco County  
Transportation Authority



Sean Charpentier  
Executive Director, San Mateo County  
C/CAG



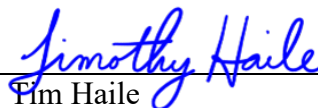
Bill Churchill  
General Manager, County Connection



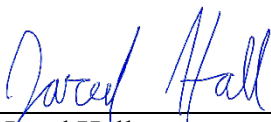
Eddy Cumins  
General Manager, SMART



Zack Deutsch-Gross  
Policy Director, Transform



Tim Haile  
Executive Director, CCTA



Jared Hall  
Transit Manager, Petaluma Transit



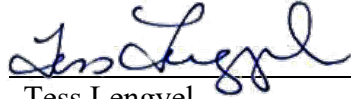
Daryl Halls  
Executive Director, Solano Transportation  
Authority (Solano Express)



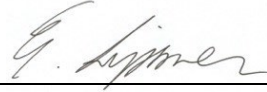
Caro Jauregui  
Co-Executive Director, Cal Walks



Beth Kranda  
Executive Director, Solano County Transit



Tess Lengyel  
Executive Director, Alameda County  
Transportation Commission



Eli Lipman  
Executive Director, Move LA



Carolina Martinez  
Climate Justice Director,  
Environmental Health Coalition



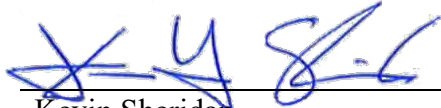
Kate Miller  
Executive Director,  
Napa Valley Transportation Authority



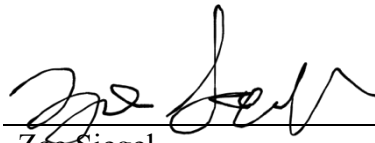
Sofia Rafikova  
Policy Advocate,  
California Coalition for Clean Air



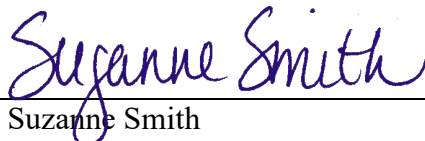
Anne Richman  
Executive Director,  
Transportation Authority of Marin



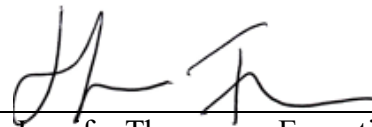
Kevin Sheridan  
Executive Director, Tri-Valley – San  
Joaquin Valley Regional Rail Authority



Zoe Siegel  
Director of Climate Resilience,  
Greenbelt Alliance



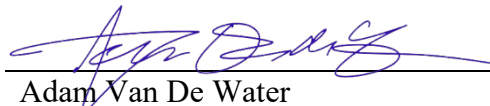
Suzanne Smith  
Executive Director, Sonoma County  
Transportation Authority



Jennifer Thompson, Executive Director  
Sustainable Silicon Valley



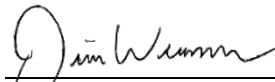
Rob Thompson  
General Manager,  
Western Contra Costa Transit Authority



Adam Van De Water  
Executive Director,  
Transbay Joint Powers Authority



Nancy Whelan  
General Manager, Marin Transit



Jim Wunderman  
President & CEO, Bay Area Council

Zak Accuardi  
Transportation Advocate, NRDC

Arturo E. Aguilar  
Chairman, California Conference Board  
Amalgamated Transit Union

Shiloh Ballard  
Executive Director,  
Silicon Valley Bike Coalition

Eugene Bradley  
Founder, Silicon Valley Transit Users

Rita Clement  
Transportation Co-Leader,  
San Diego 350

David Diaz  
Executive Director,  
Active San Gabriel Valley

Christine Fitzgerald  
Community Advocate, Silicon Valley  
Independent Living Center

Sara Greenwald  
Transportation Committee Member,  
350 Bay Area Transportation Committee

Ian Griffiths  
Co-director, Seamless Bay Area

Josh Hawn  
President, Common Ground California

Lavie Kakol  
Democratic Socialists of America,  
San Francisco

Adina Levin  
Executive Director, Friends of Caltrain

Bryn Lindblad  
Deputy Director, Climate Resolve

Jerry Maldonado  
Vice President of Programs, PolicyLink

Richard Marcantonio  
Managing Attorney, Public Advocates

Emma Martin  
Community Engagement Program Manager,  
Center for Independent Living

Kristina Pappas  
President, SF League of Conservation  
Voters

Jesse O'Sullivan  
Policy Counsel, Circulate SD

Jared Sanchez  
Senior Policy Advocate, CalBike

Arnold Sowell, Jr.  
Executive Director, NextGen California

Laura Tolkoff  
Transportation Policy Director, SPUR

Cheryl Weiden  
Steering Committee Member  
350 Silicon Valley

Sam Wilkins  
California State Conference Chairperson  
Transport Workers Union of America,  
AFL-CIO

Ellen Wu  
Executive Director, Urban Habitat

cc: Bay Area Legislative Delegation  
The Honorable Toni Atkins, Senate President Pro Tempore  
The Honorable Anthony Rendon, Assembly Speaker  
The Honorable Lena Gonzalez, Senate Transportation Committee Chair  
The Honorable Laura Friedman, Assembly Transportation Committee Chair  
The Honorable Toks Omishakin, Secretary, California State Transportation Agency



November 30, 2022

The Honorable Pete Buttigieg  
 Secretary  
 U.S. Department of Transportation  
 1200 New Jersey Ave, SE  
 Washington, DC 20590

Dear Secretary Buttigieg:

Thank you for your steadfast support throughout the COVID-19 pandemic. As a result of the successive rounds of unprecedented emergency relief and the tireless efforts of Federal Transit Administration leadership and staff, our agencies were able to keep essential workers connected to their jobs, transit dependent families connected to their communities, and over 100,000 transit workers employed through the most acute phases of the pandemic. While ridership on all our systems has risen, the impacts of the pandemic are lingering and transit agencies large and small are facing a variety of revenue challenges and many are facing a “fiscal cliff,” in some cases within the next two years. For this reason, we urge inclusion of a transit recovery assistance program in the President's fiscal year (FY) 2024 budget.

Safe, reliable, and frequent transit service is essential to harnessing the full economic power of America’s most productive urban areas. Thriving transit networks are also fundamental to achieving our shared equity and climate goals. We are making strides in attracting riders back to transit and adapting to serve riders’ needs in a post-COVID future. But the prospect of revenue deficits in the coming years may force our agencies to make drastic service cuts and lay off tens of thousands of workers. To avoid these draconian measures, we are discussing new revenue streams with our state and local leaders, and it has become clear that a strong State-Federal partnership is necessary.

Given the scale of the projected financial challenge and the vital role we play in equity, sustainability, and creating economic opportunity, we request the U.S. Department of Transportation’s FY 2024 budget include a transit recovery assistance program that would serve as a federal safety net to sustain transit systems across the country. Our agencies agree that transit recovery assistance program funding must be distributed based on demonstrated need and with the expectation that funds be matched with commensurate new state or local revenues and would be above and beyond existing federal funding levels for capital investment authorized by the Bipartisan Infrastructure Law.

We understand the enormity of this ask and recognize the importance of a demonstrated commitment that we and our state and local leaders are doing our part to seek solutions to this crisis. We are confident that strong partnership at all levels of government will ensure that we are funded at a level necessary to keep our communities moving.

U.S. Department of Transportation Secretary Buttigieg

November 30, 2022

Page | 2

We look forward to working with you on this critical issue.

Sincerely,

Collie Greenwood  
General Manager/CEO  
Metropolitan Atlanta Rapid Transit Authority  
(MARTA)  
Atlanta, GA

Holly Arnold  
Administrator  
Maryland Department of Transportation  
Maryland Transit Administration  
Baltimore, MD

Dorval R. Carter, Jr.  
President  
Chicago Transit Authority (CTA)  
Chicago, IL

Leanne Redden  
Executive Director  
Regional Transportation Authority of Northeastern  
Illinois (RTA)  
Chicago, IL

Melinda J. Metzger  
Executive Director  
Pace Suburban Bus  
Chicago, IL

James Derwinski  
CEO/Executive Director  
Metra  
Chicago, IL

India L. Birdsong Terry  
General Manager and CEO  
Greater Cleveland Regional Transit Authority  
Cleveland, Ohio

Debra A. Johnson  
CEO and General Manager  
Regional Transportation District (RTD)  
Denver, CO

Janno Lieber  
Chair & CEO  
NYS Metropolitan Transportation Authority  
(MTA)  
New York, NY

Robert M. Powers  
General Manager  
San Francisco Bay Area Rapid Transit District  
(BART)  
Oakland, CA

Leslie S. Richards  
General Manager and CEO  
Southeastern Pennsylvania Transportation  
Authority (SEPTA)  
Philadelphia, PA

Brad Miller  
CEO  
Pinellas Suncoast Transit Authority (PSTA)  
St. Petersburg, FL

Michelle Bouchard  
Executive Director  
Caltrain  
San Carlos, CA

Jeffrey Tumlin  
Director of Transportation  
San Francisco Municipal Transportation Agency  
(SFMTA)  
San Francisco, CA

Randy Clarke  
General Manager/CEO  
Washington Metropolitan Area Transit Authority  
(WMATA)  
Washington, DC

# We can't afford to lose transit



## Don't let BART go broke

The COVID-19 pandemic changed how Bay Area residents live, work, and travel. It hit BART and all other public transit systems hard, decimating transit ridership and, along with it, the transit fare revenue we rely on to keep trains running.

We are in an unprecedented moment, with the survival of BART at risk. While many workers, students, and our neighbors who depend on BART continue to ride, others have returned to transit more slowly and less frequently. The Bay Area has the highest work-from-home rates in the nation, and slowest downtown recovery, resulting in fewer commute trips.

Financial support from the state for transit operations, in the form of a multiyear funding commitment beginning with the Fiscal Year 2023-24 budget, is needed to make sure BART survives and thrives.

New funds will help:

- Bridge the gap until we can secure more sustainable sources of money through a regional transportation measure.
- Improve the current system so it is safer, cleaner, more accessible, more affordable, and more reliable.

## Even with belt-tightening, we can't cut our way out of the crisis

Rail has high fixed cost and low marginal cost.

### Financial stability strategies:

- Increase revenue and decrease expenses
- Maximize efficiencies, reduce overtime; improve long term financial planning
- Improve service to keep our riders coming back and gain new riders
- Provide frequent, reliable, safe, and clean service; reduce cancelled trips
- Promote taking BART for non-work trips

## BART was self-reliant before the pandemic

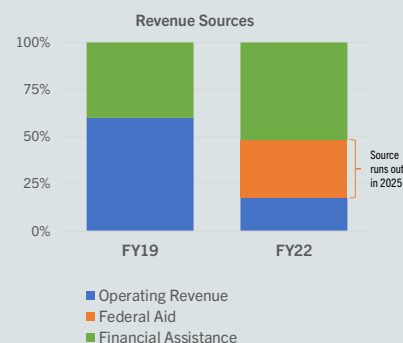
BART depended on fares to run service, more than almost any other transit agency in the world.

### BART's operating ratio\*

FY22 .....	21%
FY21 .....	12%
Pre-COVID .....	71%

\*Percentage of costs paid by passenger fares, parking revenue, advertising, and other sources

## BART is now running service using one-time federal emergency funds that will run out in 2025



## We are facing large operating deficits\*

FY 23-24: .....	\$0
(because of federal aid)	
FY 24-25: .....	\$140M
(last bit of federal aid)	
FY 25-26: .....	\$290M
FY 26-27: .....	\$255M
FY 27-28: .....	\$300M
FY 28-29: .....	\$260M

\*As of January 30, 2023. Forecast will be updated during the FY 24-25 budget process.

## Ridership trends

Ridership peaked to 40% of pre-pandemic in fall 2022.

### Average FY22 ridership

Weekday.....	111,311
Saturday.....	68,253
Sunday.....	48,373

**FY22 ridership was 29% of FY19 ridership.**

## BART is the backbone of the Bay Area

- BART runs 220,000 trains in a year
- Serves 5 counties with 6 million people

### Total annual ridership

FY19 .....	118,102,114
FY22 .....	34,549,913

### Ridership profile

- 31% are low income (household income under \$50K)
- 43% do not have a vehicle
- 67% identify as non-white
- 20% age 55 and older
- 2% age 17 and younger
- 7% have a disability

## Consequences of a fiscal cliff



- 60-minute train frequency
- 9pm closure
- Stations closed
- Line shutdowns
- No weekend service
- Mass layoffs
- Increased traffic congestion
- Negative impact on state climate goals
- Priority populations disproportionately impacted

**• NO BART SERVICE**

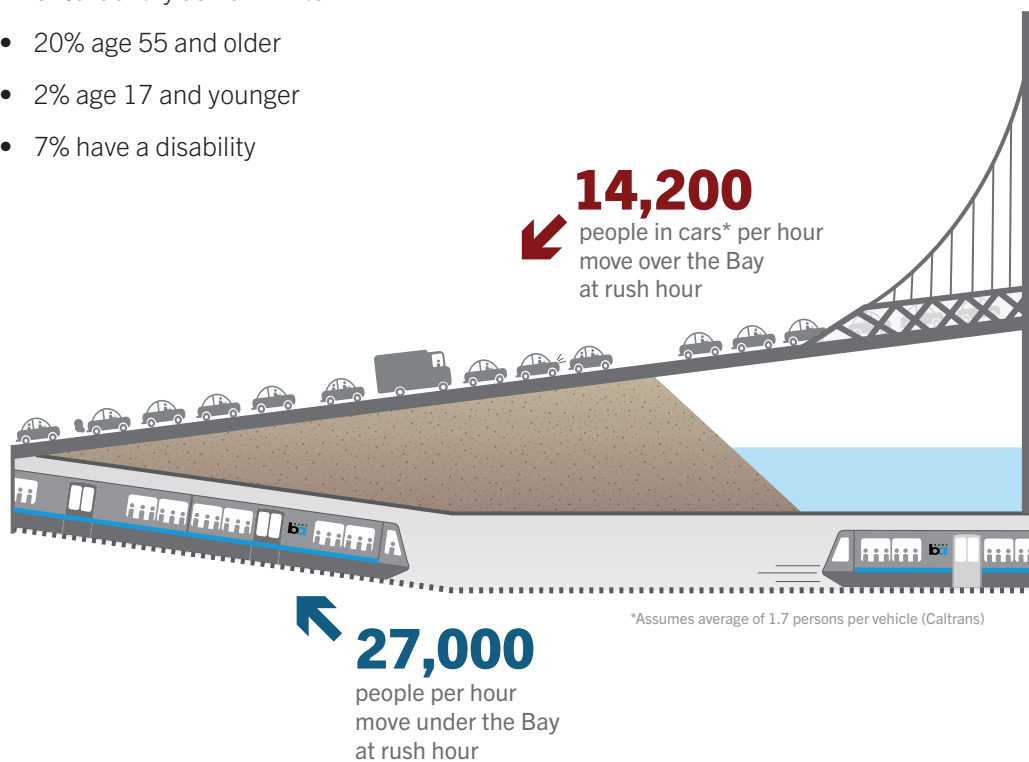
## Transit is the solution for California's climate goals

Taking BART somewhere every day for one month emits less CO2 than driving just once.

### Power supply

100% greenhouse gas free ("GHG-free") power supply with 50% eligible renewable energy.

BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects.



## BART's Transbay Tube riders vs. Bay Bridge drivers

