



Memorandum

Date: 04.28.15 **RE:** Transportation Authority Board
April 28, 2015

To: Transportation Authority Board: Commissioners Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

From: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Executive Director’s Report

REGIONAL, STATE AND FEDERAL ISSUES

U.S. Senate Delegation Tours San Francisco’s Complete Streets Infrastructure: In early April, U.S. Senate Transportation Committee staff visited the San Francisco Bay Area as the last stop on an intensive tour of California infrastructure. I joined Chair Wiener, Director Ed Reiskin, and others in hosting a welcome event at the San Francisco Ferry Building where the congressional delegation was briefed on San Francisco’s Vision Zero and complete streets projects. After the welcome briefing, the group took a walking tour of the Better Market Street, Central Subway, Transbay Transit Center – all of which are Prop K sales tax funded projects, and several Vision Zero projects, which are key investments to prepare for San Francisco’s future. It was a great opportunity to showcase our continued local commitment to making our transportation system safer and more reliable across all modes.

Stand Up 4 Transportation Rally – Transportation Authority Joins National Call for Funding: On April 9, Chair Wiener and I joined with colleagues from 14 Bay Area transportation agencies and across the nation to call on Congress to pass long-term funding for transportation. On May 31 the federal law that supports investment in transportation projects nationwide will expire. The U.S. Highway Trust Fund, funded by gas taxes paid at the pump, will run out of money soon after – unless Congress acts. Those federal funds, coupled with local dollars like our half-cent sales tax, help pay for our roadway, transit, bicycle and pedestrian infrastructure.

Vision Zero – National and State Safety Officials Study San Francisco’s Experience: Mayor Lee, Commissioner Kim and city agencies welcomed a national and state delegation of transportation safety officials on Tuesday April 14th for an all-day event titled “Advancing Pedestrian and Bicyclist Safety at the Federal, State, and Local Levels.” Speakers included the head of the National Highway and Traffic Safety Administration (NHTSA) Dr. Mark Rosekind, California State Transportation Agency Undersecretary Kate White, State Office of Traffic Safety Director Rhonda Craft, and NHTSA Regional Administrator Chris Murphy, among others. City leaders used the event as an opportunity to share information among all levels of government and to showcase San Francisco’s policies, programs, and challenges in advancing Vision Zero. I’d like to thank Anna LaForte, Deputy Director for Policy and Programming, who helped facilitate a session focused on funding for safety initiatives. Other Transportation Authority staff have also worked with NHTSA, for example to support a walking audit held in District 7 this past January which was focused on engaging the community in improving safety along 19th Avenue. For more information, contact Anna LaForte (anna@sfcta.org, 415.522.4805).

Senate Bill 16 (Beall) – Senator Releases Bold New Plan to Raise State Transportation Revenues: In mid-April Senator Beall amended Senate Bill (SB) 16 to serve as a vehicle for a new plan to raise approximately

\$3.5 billion per year for the next five years for transportation. His proposal includes a range of new funding measures including increases in the gas excise tax, vehicle license fee, vehicle registration fee, and weight fees as well as an annual zero emission vehicle fee and accelerated general fund loan repayments. The revenues would be split between highway maintenance and local streets and roads. We are pleased to see a thoughtful proposal in SB 16, which has many desirable features. At the same time we are working with our City partners to evaluate this proposal in light of its potential impacts on the City's ability to raise the vehicle license fee as authorized by SB 1492 (Leno), which is a key recommendation of the Mayor's Transportation 2030 Task Force. SB 16 is one of several different state revenue proposals and we will continue to work through the Self Help Counties Coalition and our legislative advocate to inform ongoing discussions.

2015 San Francisco Chamber of Commerce CityState Trip - a Focus on Transportation with Administrators and Legislators: On April 7 I traveled to Sacramento with a group of San Francisco business leaders through the Chamber's 2015 CityState Trip. Transportation was a focus of this day of advocacy, and we met with Directors of Caltrans, the California Transportation Commission, and the California High Speed Rail Authority. We also heard from Assemblymembers David Chiu and Phil Ting and Senator Mark Leno about their goals for this session. I was struck by our delegation's strong commitment to addressing our affordable housing crisis and transportation funding challenges.

Plan Bay Area Update - SF Open House Scheduled for Wednesday, May 13: Plan Bay Area is the region's adopted Regional Transportation Plan/Sustainable Communities Strategy. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have scheduled their first open house for the 2017 update to Plan Bay Area for Wednesday May 13 from 7pm-9pm at the Hotel Whitcomb (1231 Market Street). At the meeting MTC and ABAG staff will host stations where participants can learn more about Plan Bay Area and the process to update it for its renewed adoption in 2017. We will be hosting our own table and inviting other city agencies and regional transit operators to join us at the event where we will share details about how our San Francisco Transportation Plan (SFTP)(adopted in December 2013) and other ongoing planning efforts including a focused updated of the SFTP, will impact our inputs into the Plan Bay Area update. Commissioners and members of the public are invited to attend. More information is available on MTC's website (www.mtc.ca.gov).

Regional Bay Area Bike Share System - Planned Expansion via Public-Private Partnership: Earlier this month MTC announced it is working with San Francisco, San Jose, Berkeley, Emeryville, and Oakland to expand the region's bike share system to 7,000 bikes by 2017. The proposed expansion would increase the number of bikes in San Francisco to 4,500, a 10-fold increase. Motivate, the largest bike share operator in the country, would continue to operate the expanded, privately funded system should the proposal move forward. To promote equitable access, 20 percent of new stations will be placed in Communities of Concern and the program will offer discounted memberships to qualifying users. We also support the MTC staff recommendation to use funds already dedicated to bike share to provide alternative language access to program materials, and create an unbanked/cash access program. We will continue to monitor and provide input on this proposal as it is heard at BAAQMD and MTC committees and boards.

LOCAL ISSUES

Walk 2 Work Day and Bike and Roll to School Week - Strong Community Participation: The Transportation Authority was proud to support Walk to Work Day and Bike and Roll to School week again this year. The Walk 2 Work event on April 9 was the biggest yet, according to WalkSF. The tallies from the day tell a good story. More than 1,500 people stopped by Walk to Work hubs, a 36% uptick from last year. And, from April 20-24, 2015, more than 4,000 students, parents and school staff at nearly 90 schools from preschool to high school rode their bicycles, scooters and took the bus. My kids were delighted

that their school Commodore Sloat hosted the rally this year, which was attended by Commissioner Yee, Director Ed Reiskin of the SFMTA and SFUSD Board member Sandra Lee Fewer. Principal Greg John thanked Commissioner Yee for his leadership on traffic safety and the school crossing guard program, and Ms. Fewer announced the School District's endorsement of Vision Zero. Bike & Roll to School Week is sponsored by the SF Safe Routes to School Partnership and coordinated by the San Francisco Bicycle Coalition.

Geneva-Harney Bus Rapid Transit Feasibility Study - Final Round of Outreach Concluded: Our Geneva BRT team has been tabling at farmers markets, presenting at neighborhood association meetings, and holding community workshops in San Francisco and San Mateo Counties to share planning updates and recommendations. This outreach round responded to feedback we heard in previous rounds and included direct mail, multi-lingual gatherings, and on-foot outreach to corridor businesses, as well as some new outreach tools, including event postings on NextDoor. Along with our study partners at SFMTA and Daly City Department of Public Works, the GHBRT team will finalize the study report over the next month and return for Board approval in June. More information is available on the project's website at <http://www.sfcta.org/geneva-harney-bus-rapid-transit-feasibility-study>.

Treasure Island Mobility Management Program - Focus on Major Phase 1 Application: We have developed draft recommendations for the Treasure Island Mobility Management Study, focusing on low-income transit benefit packages in response to Board and community guidance. We are also working with SFMTA to establish parking policies. We will begin stakeholder outreach on the Study's draft recommendations in May. Also this month, we have worked closely with SFMTA, TIDA, and other city agencies to shape the Development Project's Major Phase 1 Application. The TIDA Board will consider the application at its May 13 meeting. Finally, we anticipate holding the first meeting of this body, acting as the Treasure Island Mobility Management Agency (TIMMA), on May 19 at 10:30 a.m.. For further information, please contact Rachel Hiatt (rachel.hiatt@sfcta.org, 415.522.4809).

Waterfront Transportation Assessment - Public Meeting Scheduled for May 13: The Transportation Authority has been leading analytical work in support of the SFMTA-led Waterfront Transportation Assessment (WTA), at the request of Commissioners Wiener and Kim. The work focuses on the SoMa/Mission Bay/Central Waterfront neighborhoods. It quantifies future peak period travel demand relative to supply and makes recommendations regarding the types of projects and policies that are needed to address imbalances. A final public meeting to share the findings of this work, and how subsequent planning work will build on this work, has been scheduled for May 13th, 6:30-8:30pm at the Port of San Francisco (Pier 1, Bayside Conference Room). For more information, please contact Liz Brisson (liz@sfcta.org, 415.522.4838).

Neighborhood Transportation Improvement Program (NTIP) - First NTIP Capital Projects Kicking Off: Over the next few months, the Board will see several Prop K funding requests for NTIP projects, including Managing Access to the "Crooked Street" (1000 Block of Lombard Street) for District 2 planning, the Alemany Interchange Multimodal Improvement Study for District 9 planning, and two District 10 capital projects including Chavez/Bayshore/Potrero Intersection Improvements and Potrero Hill Neighborhood Transportation Plan Improvements. Allocations to date include the District 1 NTIP Planning project and the District 5 Western Additional Community-Based Transportation Plan. We continue to work closely with the SFMTA and Transportation Authority Commissioners to further NTIP planning and capital project concepts in multiple districts. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at 415.522.4805 or anna@sfcta.org or Craig Raphael (SFMTA) at 415.701.4276 or craig.raaphael@sfmta.com.

PROJECT DELIVERY

New Muni Vehicles Unveiled on Earth Day, Muni Forward Service Changes Initiated – Providing Greener, More Reliable

Transit: Last week the SFMTA unveiled its new zero and low-emission buses at Earth Day celebrations in the Tenderloin. The Transportation Authority's Prop K sales tax funds and voter-approved Prop B funds from last fall helped fund 60 brand new electric trolley buses that are replacing buses that have been in operation for more than two decades. Muni has also purchased 61 new biodiesel-electric hybrid buses to add to the 112 already on the street. All of this is part of Muni's plan to replace the all of its buses over the next three to four years. In addition, Muni has launched significant service improvements along major routes such as the Geary 38, 8AX and BX, and Mission 14 lines. The Muni Forward package of improvements includes substantial service increases, bus shelter enhancements, a new vibrant Muni system map, and renaming of core bus lines with use of a new "R" for Rapid to replace "L-Limiteds".

Paratransit Vehicles – Prop Sales Tax Funds New Vehicles and Better Rides: As transit riders citywide have begun to see benefits from recent Prop K investments in new Muni buses and trains, users of San Francisco's paratransit service have also been experiencing the benefits of 35 new Prop K-funded paratransit vans. This purchase equates to a replacement of over half of the SFMTA's paratransit van fleet. These multi-passenger, wheelchair accessible vans are used for pre-scheduled trips by disabled passengers and for group trips by disabled or senior patrons to a common location such as a group work site or adult day care. The vans are leased to the SFMTA's paratransit broker and then subleased to providers for use in the SF Paratransit program. The SFMTA was able to secure and place the new vans into service over a year ahead of the initial project schedule. This SFMTA project used sales tax to match Federal Transit Administration funds. For more information on this and other Transportation Authority-funded projects, visit www.MyStreetSF.com.

Muni Metro/BART Station Escalators – SFMTA Gears Up for Modernization Work with Prop K Funds: Work is scheduled to begin this month on the upgrade of 17 escalators at seven Muni Metro/BART stations over the next three years. Escalators were constructed as part of the Muni Metro/BART project completed in 1972. Based on an agreement between the City and BART, SFMTA is responsible for 28 escalators in 7 stations. SFMTA will use \$3.7 million in sales tax revenues to match nearly \$15 million in Federal Transit Administration funds to upgrade escalators at the following stations by 2018: Castro (4 escalators); Church (3); Civic Center (2); Montgomery (2); Van Ness (2); and Powell, including two connecting to the Muni Metro platform and two at Hallidie Plaza. The upgraded escalators will reduce maintenance costs, reduce the amount of time escalators are spent out of service, and bring the escalators up to current codes and incorporate modern safety features. This is the second phase of a larger SFMTA escalator rehabilitation project. The first phase of the project, which was completed in May 2013, modernized/replaced 5 high priority escalators (1 at Church, 2 at Powell, 2 at Van Ness). For more information on this and other Transportation Authority-funded projects, visit www.MyStreetSF.com.

MANAGEMENT AND ADMINISTRATION ISSUES

Kudos to Presidio Parkway Team – Recipients of Greenroads Sustainability Award: The first phase of the Presidio Parkway rebuild has received a Bronze Rating from the Greenroads Foundation, a nonprofit which manages environmental certifications for roadway projects. In doing so the Presidio Parkway becomes the first certified sustainable highway project in the country. Phase One earned this designation by meeting several requirements, including the project's use of pavement technologies, construction activities and environmental and water use.

**Transportation Finance Plan
5 Year Road Maintenance Program**

- 1) The plan shall draw from the following sources:
 - a) A 10 cent increase in the excise tax on gasoline and 12 cent increase on diesel tax.
 - a. The 2 cent increase on diesel tax shall go towards freight movement and port congestion.
 - b) Returning truck weight fees to the transportation fund over a five year period, 20% each year.
 - c) Loan paybacks each year for 3 years from the Rainy Day Fund.
 - d) A 0.35 percent increase in the VLF over five years to backfill the loss to the general fund of the truck weight fees and continues until the bonds are retired.
 - e) A \$35 VRF increase for all vehicles.
 - f) A \$100 VRF increase for zero-emission vehicles.
 - g) Identify whether savings can be accrued through bond defeasance.
 - h) This would raise an additional \$3.4 – 3.8 billion annually for five years.

****There are NO impacts to the General Fund.**

- 2) The funding shall be allocated as follows:
 - a) 5% shall be set aside to be made available to cities and counties that approve local funding measures after January 1, 2016.

The remainder of the funds shall be shared equally between the State, Cities and Counties as follows:

- b) 50% shall be allocated to the SHOPP program.
 - c) 50% shall be allocated to cities and counties.
- 3) The proposal shall have performance criteria and accountability measures.
- 4) The proposal shall establish protections to ensure funding only be used for maintenance backlog.
- 5) The proposal shall establish efficiencies within CalTrans.

	RATE	PHASE	ADDITIONAL REVENUE BY YEAR (in millions)				
	INCREASE	IN (YRS)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Excise on Gasoline (in cents)	10	1	\$ 1,600	\$ 1,460	\$ 1,460	\$ 1,460	\$ 1,460
VLF (in percent)	35%	5	\$ 224	\$ 448	\$ 672	\$ 896	\$ 1,120
VRF (in dollars)	35	1	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Weight Fees (in millions)	0	5	\$ -	\$ -	\$ -	\$ -	\$ -
Annual ZEV Fees (in dollars)	100	1	\$ 10	\$ 12	\$ 15	\$ 20	\$ 25
Excise on Diesel (in cents)	10	1	\$ 260	\$ 260	\$ 260	\$ 260	\$ 260
GF Loan Paybacks		3	\$ 330	\$ 330	\$ 340	\$ -	\$ -
Diesel Excise for Freight	2	1	\$ 52	\$ 52	\$ 52	\$ 52	\$ 52
Total New Revenue			\$ 3,476	\$ 3,562	\$ 3,799	\$ 3,688	\$ 3,917