



Memorandum

Date: 04.25.17 **RE:** Transportation Authority Board
April 25, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee (11)

From: Tilly Chang – Executive Director *TCC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Senate Bill (SB) 1 – Transportation Funding Package Passes: As we reported at our last board meeting, the State Legislature approved SB1, a major statewide transportation funding package. This is very exciting news and we, like others, are now diving into the details to fully understand the new legislation and weigh in to San Francisco’s benefits as new program guidelines are developed. We want to offer a minor update to information we provided last meeting, based on a revised revenue forecast produced by the Metropolitan Transportation Commission (MTC). We estimate that SB1 will provide approximately \$73 million per year via formula funds to San Francisco agencies and transit operators serving San Francisco, which is more than the \$66 million per year we reported earlier this month with the increase captured in the estimated local streets and roads funds to be subvended to the City (see revised Board memo attached). SB1 is a fix-it-first focused bill with a high percentage of funding focused on repairing local roads and state highways, and providing state of good repair and operations funding to transit systems.

SB 595 (Beall) Regional Measure 3 – Placeholder Bill Now in Print: As we have previously reported, MTC and the state legislature are continuing to work towards an increase in the Bay Area state-owned bridge tolls, which is known as Regional Measure 3, or RM3. In contrast to SB1, which focuses on the state’s “aging pains” (e.g. maintenance), RM3 would provide funding to address the Bay Area’s “growing pains”, improving mobility and enhancing travel options in the region’s bridge corridors. RM3 is now in print as SB 595, authored by Senator Beall from Santa Clara, but is still missing details on toll levels, timing of the ballot for Bay Area voters, and the expenditure plan. Assemblymember Ting, who chairs the Bay Area caucus, held a meeting on April 14 for San Francisco stakeholders to discuss priorities for this measure. I was pleased to attend that meeting and to provide some draft staff-level feedback from conversations we have been having with San Francisco sponsors, particularly the San Francisco Municipal Transportation Agency (SFMTA), BART, the Transbay Joint Powers Authority, and the Mayor’s Office. With the approval of SB1, RM3 is now expected to move rather quickly. Thus, we will be coming back to you next month for approval of a draft San Francisco candidate project list for RM3 funding and to take a support position on SB595.

Assembly Bill (AB) 342 (Chiu) – Automated Speed Enforcement Pilot Program Fails: AB 342, which would have given San Francisco the authority to pilot automated speed enforcement, did not pass out of the Assembly Transportation Commission last night, after narrowly passing out of the Assembly Privacy Committee last week. We understand opposition was led by the California Highway Patrol and other law enforcement groups. We are disappointed by this result, and want to thank Assemblymember

Chiu and his staff, the SFMTA, Department of Public Health, Walk SF, San Francisco Bicycle Coalition, and all of the other stakeholders who worked so hard on this legislation.

Caltrain Electrification Advocacy: On Friday, April 21, staff attended a luncheon along with Chair Peskin, SFMTA Board Members, and other city representatives hosted by the Silicon Valley Leadership Group and organized by Senator Diane Feinstein. The theme of the event, which drew approximately 500 Silicon Valley leaders, was focused on the region's efforts to electrify and modernize Caltrain. Chair Peskin was among a small group of presenters and expressed San Francisco's strong support for the project and appreciation for Senator Feinstein and attendees partnership in advocating for the project's full funding grant agreement for \$647 million in federal funds. Chair Peskin also represented San Francisco at Representative Jackie Speier's advocacy event at Caltrain's 4th and King station on April 24.

Caltrans District 4 Bicycle Plan – Public Workshop Announcement: Caltrans is developing a Bicycle Plan to improve bicycling on and across the State-owned transportation network around the Bay Area-region. They have just announced a series of community workshops to gather input and help the public participate in this effort, with the first workshop to be held in San Francisco on Tuesday, May 9, at 6:00 p.m. at the Bay Area Metro Center (375 Beale Street). For those who cannot attend the meeting, Caltrans is also continuing to collect input via its map-based online survey at bit.ly/d4bikeplan.

LOCAL ISSUES

Bike to Work Day – Thursday, May 11: With sponsorship support from Prop K, San Francisco's Bike to Work Day is coming up on Thursday, May 11. This year, the San Francisco Bicycling Coalition is organizing 26 Energizer Stations with incentives for riders in neighborhoods across the city and a commuter convoy will be riding in from each of the 11 Supervisor districts. As you know, Bike to Work Day is a proven tool to encourage increased bicycle mode share, as well as a lot of fun, so we look forward to participating.

Downtown Ferry Terminal South Basin Improvements – Groundbreaking: On Thursday May 11, the Port of San Francisco and San Francisco Bay Area Water Emergency Transportation Authority will be breaking ground on the first major Ferry Terminal expansion since 2003. The additional capacity will accommodate new or increased ferry services from Richmond, Treasure Island and Alameda. The \$73 million project (including a \$1.1 million Prop K request pending May Board action) will construct two new ferry gates, reconstruct one existing gate, and provide the associated access pedestrian gates, gangways, canopies, guardrails etc. needed for the convenience and safety of patrons. Commissioners, staff and volunteers are invited to attend the ceremony at 10:00 – 11:00 a.m. on Thursday, May 11 at Gate E, southeast of the Ferry Building.

Neighborhood Transportation Improvement Program (NTIP) – Project Updates: NTIP is continuing to make great progress in advancing community-supported neighborhood-scale projects. In addition to the final report for the Western Addition Community-Based Transportation Plan in District 5 that is up for approval today, next month we expect to have the final report for the District 1 NTIP planning project focused on Arguello Boulevard ready for approval, as well as NTIP Capital requests to advance the Sloat/Skyline Intersection Alternatives Analysis in District 4 and the Lombard Crooked Street in District 2. In District 6, the SFMTA will be completing construction of a raised crosswalk at Bessie Carmichael Elementary School in early May, funded through the NTIP Capital program. We appreciate the level of enthusiasm from your offices for NTIP, so we're excited to keep the momentum going with scoping efforts that are underway for projects in Districts 3, 4, 8, 10, and 11. We hope to bring requests for these projects to the Board soon.

PROJECT DELIVERY

Yerba Buena Island Vista Point – Opening Date Set for May 2: We're excited for the May 2 opening of Vista Point on Yerba Buena Island. We'll join with Oakland Mayor Libby Schaaf, Commissioner Kim as well as representatives from Caltrans, the Bay Area Toll Authority and Treasure Island Development Authority for a celebration. Built at the terminus of the Bay Bridge's bicycle and pedestrian path, Vista Point is designed as a relaxation and refueling area. It will feature restrooms, benches, a hydration station, bike racks and sweeping views of the east span of the Bay Bridge and of Oakland. Vista Point will be open the same hours as the Bay Bridge path: Monday-Friday 6:00 a.m.-8:00 p.m. and Saturday-Sunday 6:00 a.m.-8:00 p.m. Shuttle service from Treasure Island to Vista Point will operate during weekends.

Balboa Park Station Area and Plaza Improvements – Substantial Completion Reached: With about \$1.8 million in Prop K support from planning through construction, the SFMTA has substantially completed a wide array of pedestrian safety, station accessibility, and transit performance improvements around the Balboa Park Station, one of the region's busiest multimodal facilities. Highlights of the project include widened sidewalks on Geneva and Ocean Avenues; relocation and expansion of the median on Geneva Avenue, with water-wise landscaping; transit-only lanes; pedestrian-scale lighting; flashing beacons at the I-280 off-ramp to Ocean Avenue; relocation of the catenary poles that impeded pedestrian access into the station from San Jose Avenue; wayfinding signs; and various traffic and train signal improvements.

ATTACHMENTS:

Attachment 1 – State and Federal Legislation Update Memo



Memorandum

Date: 04.11.17; Revised 04.24.17 RE: Board
April 11, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *AC*

Through: Tilly Chang – Executive Director *TC*

Subject: State and Federal Legislation Update – SB 1 (Beall) Updated Forecast

This memo originally presented to the Board on April 11 has been revised using track changes below to reflect a revised revenue forecast for Bay Area cities and counties released by MTC on April 17. Subsequent to the release of the Transportation Authority Board packet on April 6, the State Legislature approved the final transportation funding package in Senate Bill (SB) 1 (Beall and Frazier). Attached is the revised funding package summary that Metropolitan Transportation Commission (MTC) staff will present to its Legislation Committee this week. **The information in this memorandum supersedes the summary published in the Board packet for this agenda item, but please note that this is still an estimate based on available information.**

In summary, SB 1 is a \$52 billion, 10-year transportation funding package that will provide an anticipated ~~\$72.666~~ million/year in funding via formula to San Francisco agencies and the largest local and regional transit operators serving San Francisco. It will also include a number of state funding programs within which the State (mostly likely through the California Transportation Commission, Caltrans, or another agency) will select projects and programs. Examples of these discretionary programs include \$100 million annually for Active Transportation, \$250 million to address congested corridors and ~~\$245.275~~ million for ~~rail transit capital grants~~ highway and inter-city transit improvements. San Francisco is likely to benefit from these funding programs as well as from the formula programs outlined below.

There are four programs that will distribute estimated SB 1 revenue via existing state transportation funding formulas. San Francisco shares are summarized below, and described in the regional context in the attached MTC memo.

1. Local Street and Road Maintenance:

San Francisco Public Works	\$23.8 <u>17.6</u> million/year
Statewide	\$1.2 <u>1.5</u> billion/year

2. County/regional share of State Transportation Improvement Program (STIP):

These funds are programmed by Congestion Management Agencies (including the Transportation Authority). San Francisco's STIP funds are currently committed by the Transportation Authority Board to existing major capital project obligations per prior Board resolution.

San Francisco	\$1.45 million/year
Statewide	\$82.5 <u>85</u> million/year

3. State Transit Assistance (STA) formula funds (flexible operating or capital):

San Francisco Municipal Transportation Agency		\$27.2 million/year
Regional Transit Operators ¹	BART	\$14.9 million/year
	Caltrain	\$3.6 million/year
Statewide		\$250 million/year

4. STA capital formula funds for transit vehicle and facility modernization:

San Francisco Municipal Transportation Agency		\$11.4 million/year
Regional Transit Operators ²	BART	\$6.3 million/year
	Caltrain	\$1.5 million/year
Statewide		\$105 million/year

Other grant programs within which San Francisco projects may compete well include:

- ~~Transit and Intercity Rail Capital~~
- ~~Intercity and Commuter Rail~~
- ~~State-Local Partnership Program (for Self-Help counties)~~
- ~~Active Transportation Program~~
- ~~Local Planning Grants~~
- ~~Congested Corridors Program~~

<u>Transit and Intercity Rail Capital</u>	<u>\$245 million/year</u> <u>+ \$236 million one-time payment</u>
<u>Intercity and Commuter Rail</u>	<u>\$37.5 million/year</u>
<u>State-Local Partnership Program (for Self-Help counties)</u>	<u>\$200 million/year</u>
<u>Active Transportation Program</u>	<u>\$100 million/year</u>
<u>Local Planning Grants</u>	<u>\$25 million/year</u> <u>+ \$20 million one-time payment</u>
<u>Congested Corridors Program</u>	<u>\$250 million/year</u>

¹ Other STA formula funds for regional transit operators serving San Francisco:

AC Transit	\$6.5 million/year
Golden Gate Transit	\$3.2 million/year
Samtrans	\$2.2 million/year
Water Emergency Transportation Authority	\$0.9 million/year

² Other transit modernization formula funds for regional transit operators serving San Francisco:

AC Transit	\$2.7 million/year
Golden Gate Transit	\$1.3 million/year
Samtrans	\$0.9 million/year
Water Emergency Transportation Authority	\$0.4 million/year