



Memorandum

Date: 11.14.17 **RE:** Board
November 14, 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 *TJC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Federal Tax Cuts and Jobs Act Bill - Potential Impact on Transportation: Last week the U.S. Senate released its version of the Tax Cuts and Jobs Act. It misses an opportunity to address the long-term solvency of the Highway Trust Fund or introduce new transportation infrastructure programs, and would, if approved, negatively impact several transportation programs. Both the Senate and House bills would remove the current tax deduction for employers who help subsidize the cost of commuting for their employees, which would provide a disincentive for employers to continue Commuter Tax Benefit programs. They also do not extend tax incentives for alternative fuels and would negatively impact important infrastructure financing tools such as the ability to advance refund municipal bonds. There are also significant proposed cuts to programs that are key to advancing affordable housing production. We will continue to monitor the reconciliation process and support advocacy through national organizations such as the American Public Transportation Association.

Update on Senate Bill (SB) 1, the Road Repair Accountability Act of 2017 – San Francisco's Formula Shares and Project Priorities: San Francisco is set to receive over \$60 million annually from SB 1 (the Road Repair and Accountability Act of 2017) formula programs, and the city is planning to use these funds to repave roads and maintain our transit system. SB 1 formula funds will support street resurfacing projects like Palou Avenue, Castro Street, and Alemany Boulevard, as well as supporting Muni transit operations and projects that improve the reliability and safety of Muni's light rail lines. Attachment 1 provides additional information on San Francisco's funding shares and priorities. City and regional transit agencies are also preparing project applications for the different SB 1 competitive grant programs, with Muni seeking funds to purchase additional light rail vehicles, and BART seeking funds for their traction power and train control system, as well as new train cars. The City is presenting project applications for pedestrian and bicycle improvements, street resurfacing projects, planning and climate adaptation grants, among other investment priorities that are eligible for the different SB 1 competitive grant programs. Please visit <http://rebuildingca.ca.gov/> for information on the programs supported by SB 1 and projects that are receiving funds throughout the state.

Caltrans District 4 Bicycle Plan - Final Community Workshop Wednesday, November 15: Earlier this year, Caltrans published its first ever state bicycle and pedestrian plan, which calls for doubling walking and tripling bicycling trips by 2020, and since then, the agency has been working on a bicycle plan specific to our region that will help achieve these ambitious targets. Caltrans has conducted technical analysis and sought input from the community, as well as ask agencies, including the Transportation Authority and SFMTA, and is now ready to share its findings and discuss prioritizing projects through a final series of workshops. The closest workshop to us will be at the West Oakland Youth Center (3233 Market Street,

Oakland, CA) tomorrow, November 15th from 5-8:00 p.m. We hope many San Franciscans can attend and represent our city's bicycling priorities. More information about the plan can be found at the website: <http://www.dot.ca.gov/d4/bikeplan/>.

LOCAL ISSUES

San Francisco weighs in on DMV Autonomous Vehicle Regulations: In late October, SFMTA Director of Transportation Ed Reiskin and I provided joint comments to the California Department of Motor Vehicles on their proposed Driverless Testing and Regulations rules, released on October 11. The proposed regulations cover applications where there is and is not a driver in the vehicle and when operation with no driver should be allowed. Our comments stressed the importance of training requirements for operating near pedestrians and cyclists, reporting all collisions and disengagements, ensuring two-way communication between the remote operator and local law enforcement, and data collection of on-board units before, during and after a crash.

Safe Routes to School Program - Work Continues to Refine Program: In September, the Transportation Authority Board deferred approval of \$2.8 million in One Bay Area Grant (OBAG) program funding for Safe Routes to School (SRTS) projects to allow for a broader discussion of the overall SRTS program, including both infrastructure and non-infrastructure components. Over the past two months, Chair Peskin, Vice Chair Tang and Commissioners Sheehy, convened a discussion group with participation from the offices of Commissioners Safai and Kim and multiple agencies' staff (the Department of Public Health (DPH), the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Unified School District, and the Transportation Authority) on the topic. We will bring a revised OBAG funding proposal to the December 5 Board meeting. Commissioner Kim has called for a hearing on School Transportation, including the possibility of reinstating school buses; hearing date is to be determined pending discussions with SFUSD.

Vision Zero – Takeaways from November 9 Workshop: Last week, the SFMTA and DPH hosted the Vision Zero Bold Ideas Workshop for staff from city departments, advocates and technical experts to discuss what it would take to reach our Vision Zero goal. The workshop was the result of feedback heard from the Vision Zero Coalition that the City lacked a longer-term plan, beyond the Two-Year Action Strategy, for realizing Vision Zero. The Coalition also expressed an interest in increased community engagement for developing Vision Zero strategies. The workshop focused around “bold ideas” designed to elicit discussion and feedback, and included congestion pricing, major street redesign, high visibility community engagement, and curb management. Next steps include staff sharing information on the workshop and gathering input on key strategies at community meetings. Staff will also share a workshop summary highlighting key recommendations and next steps with interested parties including the Vision Zero Committee.

PROJECT DELIVERY

Canopies Coming to SF BART Stations: Last week, BART began constructing a new canopy at Powell Street Station's Ellis and Market Street entrance. The entrance is closed for five months while the protective canopy is built. Once finished, the canopy will shelter escalators from the weather, minimizing breakdowns. The project also includes a digital display to show train arrival times, new security grille, new LED lighting, and security cameras. This week construction will begin on the first canopy at Civic Center station, at the 7th and Market Street south side entrance. The \$230 million project is funded by BART measure RR, State Prop 1B and Prop A bonds. For more information, visit: <https://www.bart.gov/about/planning/sfentrances>.

Prop AA Vehicle Registration Fee Funded Elevator Safety and Reliability Upgrades - Work Nearing Completion at Van Ness Station: We are happy to report that work is nearing completion on the platform

elevator at the Van Ness subway station. The Elevator Safety and Reliability Upgrades project will provide comprehensive upgrades to improve the safety and reliability of 12 elevators at the Van Ness, Castro, Church, and Forest Hill Muni Metro Stations. There was concern early on that with all the active construction going on in San Francisco it would be difficult to find contractors to do all this work; however, we understand that the SFMTA Board has now approved on-call contracts with three elevator contractors and as soon as those contracts are executed, work will begin on the Church Street Station elevator. The SFMTA has planned the elevator work to take place in staggered waves to leave nearby elevators available for those who need them when one is taken out of service for repair.

First of the New Siemens Light Rail Vehicles (LRV) Certified for Revenue Service – New Muni Train Launches Friday, November 17: We are excited to report that this Friday we will join Mayor Ed Lee and others as the SFMTA launches the first new Muni train into service. This once in a generation fleet replacement was funded in part by the single largest Prop K allocation in the nearly 30-year history of the Transportation Authority's sales tax program. As we reported last month, the SFMTA has received six new LRVs, all of which have been undergoing testing and integration into the SFMTA's automatic train control system. The SFMTA anticipates that the California Public Utilities Commission may certify the other five as ready for revenue service as early as December. The SFMTA's \$934 million base contract with Siemens, to which Prop K has contributed over \$131 million, will expand Muni's fleet by 24 LRVs and replace 151 of the Breda LRVs which have reached the end of their useful lives.

Second Street Improvements - Groundbreaking Scheduled for Wednesday, November 29: This groundbreaking ceremony signals the beginning of the project's construction on the Second Street corridor between King and Market streets. The project scope includes complete street improvements such as sidewalk widening, bicycle facilities, transit boarding islands, street trees and landscaped medians, curb ramps, pedestrian-scaled street lighting, traffic signal system upgrades, and street repaving. Construction will begin this fall and is anticipated to end in winter 2019. The Transportation Authority has provided over \$10 million in One Bay Area Grant and the Prop K transportation sales tax funds in support of this project. In addition to the groundbreaking ceremony, San Francisco Public Works will hold a community open house for the project on Thursday, November 30 from 6–8:00 p.m. at SPUR, 654 Mission Street, 2nd Floor.

Van Ness Bus Rapid Transit (BRT) Project - Construction Update: Van Ness Avenue southbound traffic has shifted to the center of the roadway; northbound traffic will be similarly shifted early Wednesday morning, November 15. These traffic lane shifts are necessary to accommodate two utility work zones to begin replacing major utilities including water, sewer and emergency firefighting water systems. The southbound work zone is between Sutter and McAllister and the northbound work zone is between Jackson and Lombard. On some blocks of Van Ness Avenue, two lanes traveling in the same direction separate to pass on either side of median islands where 12 trees are protected for construction. Along with the traffic lane shifts, parking will be temporarily eliminated in the two utility construction zones, preserving parking opposite the construction zone when possible. Temporary boarding platforms are being installed and some bus stops are temporarily relocated for this phase of construction. Utility construction has begun with trenching for a duct bank on the western side of Van Ness Avenue. The SFMTA is closely monitoring traffic and construction conditions along Van Ness Avenue and is scheduled to provide a briefing to the Transportation Authority Board on December 5. Additional project information can be found at <http://www.sfcta.org/van-ness-avenue-bus-rapid-transit-home>.

Attachment:

1. SB 1 Formula Programs - San Francisco's Funding Shares and Priorities

DRAFT - Subject to Change
SB 1 Formula Programs
San Francisco's Funding Shares and Priorities

Program	Projects Prioritized for Funding in Current Cycle	Annual Estimated SB 1 Funds ¹ (millions)	Programming Agency
Local Streets and Roads ²	Pavement Renovation Projects: - Palou Avenue - 26th and Castro Street - Multiple Locations throughout San Francisco	\$23.8	SFPW
Local Partnership Program (Formulaic Program)	Pavement Renovation Projects: - Alemany Street Resurfacing - Multiple Locations throughout San Francisco	\$1.9	SFCTA
State Transportation Improvement Program (Regional) ³	Restoration of SFMTA light rail lines, including state of good repair and enhancement projects to improve reliability and safety.	\$2.8	SFCTA
State Transit Assistance - Operations and Capital ⁴	Continue to fund transit service as recommended in the Muni Equity Strategy. Upgrade rail infrastructure and improve maintenance and storage facilities that service Muni's expanding fleet of trains and buses.	\$32.1	SFMTA
	Projects including traction power, train control and new cars, as well as state of good repair projects such as escalator renovations. Funds would also enable BART to hire more police officers and station cleaners.	\$20.6	BART
	State of good repair projects including vehicle rehabilitation, grade crossing rehabilitation, and station improvements, which will improve safety and reliability.	\$4.2	Caltrain
	Support enhancements in operations starting in 2018 coinciding with the opening of Richmond ferry service and the new Central Bay Operations and Maintenance Center. A service enhancement at Alameda's Harbor Bay terminal is also planned for 2018.	\$0.9	WETA
Awarded Competitive Programs			
Active Transportation Program (ATP) Augmentation	-Geneva Ave. Pedestrian and Bicycle Safety Improvement Project - Vision Zero SF: Safer Intersections	\$4.4	CTC, MTC
San Francisco's Total Annual SB 1 Formula Shares		\$60.6	
Total including ATP and Regional Operators		\$90.7	

For more information visit: <http://rebuildingca.ca.gov/>

Notes

¹ Estimated annual amount starting in FY 2018/19

² SB 1 doubles the amount available for Local Streets and Roads to cities and counties.

³ SB 1 stabilizes funding for the State Transportation Improvement Program.

⁴ SB 1 increases the State Transit Assistance program by approximately \$250 million annually and creates a new State of Good Repair program with \$105 million annually. Totals only include revenue-based shares. Projects funded with population-based shares are to be determined.