



# Memorandum

**Date:** 06.26.18 **RE:** Board  
June 26, 2018

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

**From:** Tilly Chang – Executive Director *TC*

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

## REGIONAL, STATE AND FEDERAL ISSUES

### **Voters Approve Regional Measure 3 – New Bridge Tolls Will Fund Improved Travel Options**

**Regionwide** - We'd like to thank Bay Area voters for approving Prop 69 (protects all the Senate Bill 1 revenues from being diverted to non-transportation uses) and Regional Measure 3 in the June election, which will increase bridge tolls on the region's 7 state-owned toll bridges (all except the Golden Gate Bridge) and generate \$4.45 billion to fund transportation projects and programs across the region. Tolls will increase by \$1 on January 1, 2019, \$1 in January 2022 and \$1 in January 2025. Funded projects include new BART cars, new and expanded Muni fleet and facilities, and support for the Caltrain Downtown Extension to the Salesforce Transit Center. We expect that funding will be available for voter-approved projects starting in early 2019. We look forward to working with the Metropolitan Transportation Commission (MTC) on planning for regional programs such as the Bay Area Corridor Express Lanes and San Francisco Bay Trail / Safe Routes to Transit programs. Attached to this report is the full list of projects and programs that will benefit San Francisco. You can find this table and more information on Regional Measure 3 on our website at [www.sfcta.org/revenue/RM3](http://www.sfcta.org/revenue/RM3)

### **Regional Means-Based Fare Pilot Program Approved by MTC - 20 Percent Single-Transit Ride**

**Discount on 4 Transit Systems** - We are happy to report that on May 23, the MTC adopted a Regional Means-Based Fare Pilot Program that will allow Muni, BART, Caltrain and Golden Gate Transit to provide a 20 percent discount on single-ride transit fares to eligible low-income adults. This program will complement Muni's monthly Lifeline transit pass, offering lower fares to less frequent Muni riders. It will also provide a new discount option to eligible San Francisco residents for regional trips. MTC and the transit operators are continuing to work together to finalize the program details, and next steps will include bringing the program to the four transit agencies' boards for approval. This program will be funded in part with new revenues from Senate Bill 1 (SB 1), and therefore is at risk of cancellation if SB 1 is repealed at the ballot in November. Pending those election results, and with approval from the transit agency boards, this pilot program is scheduled to launch in Summer 2019. We want to thank our MTC commissioners, including Commissioner Kim, for their advocacy for this program.

### **New State Transit Assistance (STA) Block Grant Program – \$3 Million Proposed for San Francisco Paratransit and Lifeline Transportation Projects:**

In February 2018, MTC revised how it will distribute STA funds to direct 70% of revenues to a new STA Block Grant program for programming by congestion management agencies (CMAs). Previously, the funds were distributed to regional programs for small transit operators, paratransit, and the Lifeline Transportation Program. As the CMA for San Francisco, we will have an annual programming target of 8.46% of the region's total and will receive an estimated

\$3.8 Million in Fiscal Year 2018/19. Of that amount, we are proposing that \$1.5 Million (40%) will be directed to the SFMTA for their paratransit program based on the amount that SFMTA would have received under the regional program in Fiscal Year 2018/19. For the remaining \$2.3 Million (60%), we proposed to direct those funds to a new county Lifeline Transportation Program. We anticipate presenting the guidelines for the county Lifeline program to the Board in Fall 2018, to be followed by a call for projects. The county Lifeline program will likely be consistent with the former regional program, supporting projects that improve mobility for low-income residents by addressing gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes. For more information, please contact Anna LaForte at [anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org).

### **Autonomous Vehicles (AVs) – State Agencies Launch Pilot Programs to Test With and Without Human Drivers:**

As of April 2, 2018, the California Department of Motor Vehicles (DMV) is now accepting applications to test or deploy AVs *without* a human driver behind the wheel. Currently, Waymo and an undisclosed second applicant have applied to deploy AVs without drivers. In a related decision, on May 31 the California Public Utilities Commission (CPUC) adopted two proposed pilot programs, to allow companies to test passenger service of AVs with and without drivers present in the vehicle. The two pilots (with driver and without driver) are intended to inform future rulemaking on ridehail services (Transportation Network Companies such as Uber and Lyft) that intend to use AVs in their fleets. The Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) appreciate that the CPUC maintained two key provisions in the adopted pilot rules. First, the pilots will not allow companies to accept compensation from those passengers. Second, the CPUC agreed to make some data available to the public, including key safety metrics. The CPUC expects to begin a dialogue on formal rulemaking for AV use on TNC platforms in early 2019, subject to the results of their pilot program. To date, we are not aware of any TNCs yet applying to start using AVs in their fleets.

## **LOCAL ISSUES**

**Open House - Improving Street Safety in SoMa:** We are working to improve street safety at 10 intersections in the South of Market neighborhood where freeway on- or off-ramps meet city streets. The project team spent the past few months gathering community feedback by meeting with the community and collecting more than 800 surveys. The team is now conducting an in-depth analysis of each intersection. The team will share their draft improvements next month at an open house on Tuesday, July 31st at Bayanihan Center at 1010 Mission St. Learn more at [sfcta.org/ramps-2](http://sfcta.org/ramps-2).

**District 10 residents - Join a Transportation Design Lab:** As part of the District 10 Mobility Study, funded in part by Prop K's Neighborhood Transportation Improvement Program, we are working in collaboration with the community, the SFMTA, and developers to identify near-term, non-infrastructure solutions that improve sustainable travel options for residents and visitors alike. Over the next few weeks, we are hosting three hands-on, collaborative workshops with residents to gather ideas. Workshops are scheduled for this Saturday, June 30 at Bayview Hunters Point YMCA, Sunday, July 8 at CYC Bayview, and Thursday, July 12 at El Centro. We will hold an additional workshop with residents and other community stakeholders in late summer to brainstorm pilot concepts. Learn more at [www.sfcta.org/design-labs](http://www.sfcta.org/design-labs)

### **2019 Prop K 5-Year Prioritization Program (5YPP) Update - Public Opinion Survey Results Available by July 2:**

As part of the outreach strategy for the 2019 5YPP update, we conducted an online survey to gather input from the public about what projects they would like to see funded with Prop K over the next five years. In an effort to gather input from traditionally underrepresented neighborhoods we reached out directly to 38 community-based organizations in communities of concern as well as to stakeholders, via

social media, District newsletters, and the Transportation Authority's website and newsletter. The online survey and print copies were available in English, Spanish, Chinese and Filipino. We received 1001 responses from a broad range of San Francisco neighborhoods. The project ideas range from a second Transbay tube to extending the Muni subway network to improving a neighborhood crosswalk. We have shared an initial draft of survey results with project sponsors for their consideration as they prepare the 5-year project lists for submittal to the Transportation Authority by July 2<sup>nd</sup>. We are in the final stages of categorizing the data and will post the results on our website and share them with Commissioners during July Board briefings. For more information, please contact Oscar Quintanilla at [oscar.quintanilla@sfcta.org](mailto:oscar.quintanilla@sfcta.org).

**Geary Corridor Bus Rapid Transit Project – Federal Transit Administration (FTA) Releases Record of Decision and Final Environmental Impact Statement:** On June 15, FTA's Record of Decision and Final Environmental Impact Statement (EIS) were published in the Federal Register, finalizing the project's federal environmental review process under NEPA. FTA designated the Hybrid Alternative, which the Transportation Authority designated its Locally Preferred Alternative, as its Preferred Alternative as well. Together with the Final EIR the Transportation Authority certified in January 2017, the Final EIS and Record of Decision represent the final major milestones in the environmental phase of the project. Now the SFMTA is able to proceed with design and construction on the first phase of the project and to begin the process of seeking federal Small Starts funding for the project's second phase. The SFMTA is now in the process of conducting outreach on detailed designs for the first phase, known as the Geary Rapid project. For more information on where to access the Final EIS and Record of Decision, visit [www.gearybrt.org](http://www.gearybrt.org). For more information on the Geary Rapid project, visit [www.sfmta.com/gearyrapid](http://www.sfmta.com/gearyrapid).

## PROJECT DELIVERY

**SFMTA Traffic Calming Update - Residential Traffic Calming – Applications Due June 30th, Implementation of Residential Projects Progressing:** Prop K annually funds SFMTA's Residential Traffic Calming Program to evaluate requests for locations that can benefit from slower speeds and to implement cost-effective traffic calming devices, such as speed humps. Interested residents should submit an application for traffic calming on residential streets, along with a petition signed by at least 20 residents on their street, to the SFMTA by June 30th. For more information, please visit <https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program> or contact [TrafficCalming@sfmta.com](mailto:TrafficCalming@sfmta.com). SFMTA will notify residents of their application status between January and March 2019. Additionally, SFMTA continues to make progress implementing residential traffic calming projects as identified in prior areawide plans in Jordan Park/Laurel Heights. On-going evaluation, planning and conceptual design is underway for traffic islands, parking re-configurations, and striping treatments on Roosevelt Way and Buena Vista Avenue.

**SFMTA Celebrates the Opening of the Islais Creek Motor Coach Facility – Prop K Contributed Over \$9 Million to Support More Reliable Bus Service:** I was pleased to join the SFMTA on June 15 for the opening of the new Islais Creek Motor Coach Facility, the first in a generation. This project will have tremendous benefits for Muni maintenance workers and passengers alike. Having new, modern spaces will enable safer work environments and timely and efficient maintenance to increase the availability of buses. This translates into more comfortable and reliable service for passengers. Also, since this facility at Islais will house Muni's 40-foot motor coaches as well as the longer, 60-foot articulated motor coaches, it will be supporting the transit fleet for the upcoming Van Ness Avenue Bus Rapid Transit, a signature project of the Prop K Expenditure Plan. The Transportation Authority was pleased to provide just over

\$9 million from Prop K for the motor coach facility. We look forward to seeing this project improve service for the many residents, visitors, and workers who rely on Muni bus service every day. Learn more on the SFMTA's website: [sfmta.com/projects/islais-creek-motor-coach-facility](http://sfmta.com/projects/islais-creek-motor-coach-facility).

**Salesforce Transit Center - Welcomes Muni Service** – We are pleased to report that the Salesforce Transit Center opened for Muni service on Saturday, June 16. While the full Transit Center, including the Grand Hall entrance and rooftop park, opens later this summer, the bus plaza is currently operational for Muni routes 5/5R, 7, 38/38R, with the 25 Treasure Island and other services to be added when the Transit Center fully opens in August.

## **MANAGEMENT AND ADMINISTRATION**

**Website refresh of [sfcta.org](http://sfcta.org) – Take Our Survey:** We're redesigning our website and are seeking input from the public on how best to improve the site. We invite interested residents, partner agencies, civic and neighborhood groups and regional organizations to weigh in at [tinyurl.com/SFCTAwebsite](http://tinyurl.com/SFCTAwebsite).

**Annual Fiscal Audit – Work Underway:** Two weeks ago, our independent auditors, the firm of Vavrinek, Trine, Day & Co., LLP, began the Transportation Authority's annual fiscal audit for Fiscal Year 2017/18. The auditors have finished the first half of the audit and have no findings at this point. They will return in September in order to complete the audit by October. We will be bringing the audit report to the Board in December. I anticipate another clean audit report.

**Attachment:** Regional Measure 3 Projects and Programs Benefitting San Francisco

Regional Measure 3 Projects & Programs Benefitting San Francisco  
**Regional Measure 3: Approved by Bay Area Voters on June 5, 2018\***

Projects / Programs Benefitting San Francisco	Funding Amount
<b>BART Expansion Cars:</b> Funding for BART to purchase new railcars to expand its fleet and improve reliability.	\$500 million
<b>Caltrain Downtown Extension:</b> This project will extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center.	\$325 million
<b>Ferries Enhancement Program:</b> Provides the Water Emergency Transportation Authority funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities.	\$300 million
<b>Bay Area Corridor Express Lanes Program:</b> Funding to support the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities.	\$300 million
<b>San Francisco Bay Trail / Safe Routes to Transit Program:</b> Funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. This may include (but is not limited to) planning for the Bay Bridge West Span Bike Path.	\$150 million
<b>Muni Fleet Expansion and Facilities:</b> Fund replacement and expansion of the SFMTA's transit vehicle fleet and associated facilities.	\$140 million
<b>Core Capacity Transit Improvements Program:</b> Funding to implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor.	\$140 million
<b>Next Generation Clipper Transit Fare Payment System:</b> Funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area's transit fare payment system.	\$50 million
<b>Transbay Rail Crossing:</b> Fund preliminary engineering, environmental review, and design of a second transbay rail crossing and its approaches to provide additional rail capacity, increased reliability, and improved resiliency to the corridor.	\$50 million
<b>San Francisco Transbay Terminal:</b> Operating assistance for transportation-related costs.	up to \$5 million/year
<b>Expanded Ferry Service:</b> Operating assistance for the Water Emergency Transportation Authority's expanded ferry service.	up to \$35 million/year

<b>Regional Express Bus:</b> Operating assistance for bus service in the bridge corridors.	up to \$20 million/year
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\*55% of votes in favor as of June 13. Results pending certification, anticipated in the first week of July.