



Memorandum

Date: 10.23.18 **RE:** Board
October 23, 2018

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

From: Tilly Chang – Executive Director *TJC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Senate Bill 1 (SB1) Funds in San Francisco - At Risk with Proposition 6: As you know, last year the state legislature passed SB1 which increases funding for transportation improvements across California by more than \$5 billion annually. SB1 is funded by a combination of gas taxes and vehicle registration fees. San Francisco receives over \$60 million annually to repave and maintain our roads, maintain and upgrade our bus and rail infrastructure, and increase Muni service on our city's most crowded lines. Since 2017 when SB 1 rolled out, we have also seen \$550 million in competitive grants for major transit improvements benefitting San Francisco including new vehicles for BART, Muni and Caltrain. Most recently, at their October meeting, the California Transportation Commission (CTC) programmed \$2.3 million in Local Partnership Program funds to SFPW for Sunset and Parkside residential streets pavement renovation. In December, the CTC is expected to allocate \$1.75 million for Alemany Boulevard pavement renovation project. We have updated our SB1 factsheet (Attachment 1) and a table summarizing the formula funds that San Francisco agencies and regional transit operators receive annually from SB 1 (Attachment 2). I'd also like to thank our intern, Kyle Morales for creating the attached map that shows all the state-funded transportation projects in San Francisco that have been funded since the rollout of SB1. On November 6, Californians will vote on Proposition 6, which, if passed, would eliminate the funding provided by Senate Bill 1. For more information, please visit our website www.sfcta.org/SB1

Regional Housing Incentive Pool (HIP) Program – Metropolitan Transportation Commission (MTC) approval pending tomorrow: The HIP program is one way that MTC is working to tie transportation funding to housing production. MTC established the HIP Program through the region's One Bay Area Grant program to provide an incentive for the building and preservation of affordable housing units by jurisdictions. There is up to \$76 million available, \$30 million of which is conditioned upon Caltrain Electrification being completed within budget as MTC has pledged those funds to cover cost overruns as part of the Full Funding Grant Agreement process. The HIP program will look at housing units produced or preserved between 2018 and 2022, which are affordable and deed-restricted to households at very low, low- and moderate-income levels, and located in Priority Development Areas or Transit Priority Areas. These guidelines are on the agenda for approval by the full MTC Commission at tomorrow's meeting. Funding won't be distributed until after 2022, but we expect that San Francisco will continue to build and preserve affordable housing over the coming years and qualify for a significant portion of the funding in this program. The Commission will be having a workshop in November to discuss additional ways to make the connection between transportation and housing policy. We want to thank our MTC Commissioners for their role in shaping the HIP policy, and for being active participants in these important regional policy conversations.

LOCAL ISSUES

Lifeline Transportation Program (LTP) - An Additional \$100,000 for San Francisco Paratransit Projects:

In May, the Transportation Authority Board approved \$2.6 million in LTP funds for the San Francisco Municipal Transportation Authority (SFMTA) to expand late night transit service to communities of concern. The action also included a contingency list of two SFMTA paratransit projects. Earlier this month, MTC staff informed us that higher than anticipated state revenues in Fiscal Year 2017/18 means an additional \$107,463 funds are available for San Francisco LTP projects. Consistent with the contingency list, we are recommending that MTC program \$75,000 to SFMTA's Wheelchair Accessible Taxi Incentive Program and the remaining \$34,463 to its Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service programs. These funds are in addition to LTP funds that the Board has already approved for these projects, reducing the amount of sales tax funds needed to fully fund them. The unneeded Prop K funds will return to the paratransit category for future allocation by the Board. The MTC Commission is scheduled to approve the additional funds in December, with funds available to SFMTA shortly afterward.

Board Member and Staff Study Tour - Los Angeles Metro Express Lanes: On October 12, five Transportation Authority Commissioners, our staff and board members and staff from our San Mateo County partners, traveled to Los Angeles for a day-long tour and discussion of Express Lanes with LA Metro officials. We observed one of Los Angeles's two operating corridors first hand, and then were able to dive in to issues Metro has faced and addressed during the planning and operation of their Express Lane programs. Key takeaways were the importance of designing a full strategy of programs to complement Express Lanes, including additional public transit service and a low-income outreach and assistance program, and the need for a robust equity analysis including extensive outreach to low-income travelers and residents living in neighborhoods adjacent to freeways.

LA Metro staff shared that their board members, community members, and traveling public express strong satisfaction with the Express Lane program that opened in Los Angeles in 2012. They credit much of this success with the inclusion of policies to encourage travelers to carpool or use transit, where they can access the lane for free and, in the case of transit riders, earn toll credits for those times where they must drive. Some other examples of policies from LA Metro's Express Lane project experience include the addition of new or more frequent bus services, noise mitigating designs for freeway transit stations, and a free FasTrak with \$25 pre-loaded and account maintenance fee waivers for low-income drivers. We are considering these and other strategies for another pricing project - the Treasure Island Mobility Management Program, as well as for potential future San Francisco managed lanes.

Interstate 80 / Yerba Buena Island (YBI) Westbound Ramps Improvement Project - Recipient of 2018 Engineering News Record (ENR) Best Projects Award California Region: The Engineering News Record (ENR) recognized the I-80/Yerba Buena Island (YBI) Westbound Ramps Improvement Project as a "2018 Best Projects Award winner in the Highway/Bridge Category California region". The project is featured in the October issue of ENR California and was celebrated at the Best Projects Awards event on October 9, 2018 in San Francisco. Golden State Bridge Inc. was the construction contractor. AECOM/Moffatt & Nichol were the designers of record and WSP provided construction management services. The YBI Westbound Ramps Improvement Project provides increased safety for those traveling to and from YBI and Treasure Island. As the first major capital project delivered by the Transportation Authority, the ramps provide vital infrastructure for San Francisco's newest emerging neighborhood. The project is now also automatically entered to be considered for ENR's Best of the

Best awards. I wanted to appreciate Eric Cordoba, Deputy Director for Capital Projects, and the excellent team of contractors who worked on the project.

Attachments:

- 1 – Senate Bill 1 Factsheet
- 2 – Senate Bill 1 San Francisco Formula Funds
- 3 – Senate Bill 1 State Funding Map



Senate Bill 1: Landmark Transportation Investment Package



Senate Bill 1: The 2017 Road Repair and Accountability Act

Senate Bill 1 increases funding for transportation improvements across California and is funded by a combination of gas taxes and vehicle registration fees. Investments are split equally between state-maintained transportation infrastructure and local transportation priorities.

- SB 1 provides over \$5 billion annually for transportation projects across California, including over \$390 million for the Bay Area.
- SB 1 supports the repair, repaving and reconstruction of local and state roadways, as well as transit, pedestrian, and bicycle projects that reduce congestion and increase safety.
- Since last raised in 1994, the state gas tax has lost 40% of its value to inflation, and fuel efficiency means less revenue for every mile driven.
- The federal gas tax was last raised in 1993. Since then 38 states, including California, have passed legislation to raise their own state gas taxes.



Learn more

For more information visit rebuildingca.ca.gov

For information on how SB 1 benefits San Franciscans visit sfcta.org/SB1

Contact us

For more information email us at info@sfcta.org

On November 6th Californians will vote on Proposition 6. If Proposition 6 passes, it will eliminate the funding provided by Senate Bill 1, reducing funding for:

More Reliable Transit Service



\$40.7 million annually for Muni service and maintenance

Safer and Smoother Streets



\$24.7 million annually, or about 40% of San Francisco's budget for street resurfacing

Congestion Relief



\$550 million for projects benefiting San Francisco like new BART, Muni and Caltrain vehicles

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Senate Bill 1 Projects Benefiting San Francisco

State, regional, and local agencies have started to identify projects that will receive Senate Bill 1 funding. The map and table below show projects identified to receive Senate Bill 1 funds that benefit San Francisco as of October 2018.



Map is for illustration only

PROJECTS SHOWN IN MAP (AMOUNT IN \$ MILLIONS)

Purchase new BART rail cars and upgrade train control system to increase train frequency through the Transbay tube	\$318.6
Purchase new Caltrain electric train cars, lengthen station platforms to accommodate longer trains and improve wayside bicycle facilities	\$164.5
Street resurfacing of 39 miles of residential and arterial streets throughout San Francisco	\$39.8
Purchase 8 Muni light rail vehicles	\$27.0
Hire more BART police officers and station cleaners to address fare evasion, cleanliness, and safety at BART stations	\$24.9
Restoration of SFMTA light rail lines to improve safety and reliability	\$13.8
Jefferson Street Improvements Phase II	\$7.0
Pedestrian and bicycle safety improvements along Geneva Ave	\$2.4
Revamp of four bridges on U.S. 101 in San Francisco County	\$0.8

PROJECTS NOT SHOWN IN MAP (AMOUNT IN \$ MILLIONS)

Construction of 22-miles of managed lanes on US 101 from Santa Clara county to north of I-380 in San Mateo county	\$220.0
Increase transit service on Muni's most crowded lines and improve maintenance and storage facilities	\$40.7
Introduce 4 SamTrans limited stop express bus routes along US 101 to and from downtown San Francisco	\$15.0
Purchase 45 AC Transit zero-emission buses to increase capacity on the Bay Bridge Transbay network	\$14.0
Vehicle rehabilitation, grade crossing rehabilitation, and station improvements to improve safety and reliability on Caltrain	\$5.1
Vision Zero San Francisco: Safer Intersections	\$2.0
Replace BART escalator in downtown San Francisco station	\$1.9
San Francisco Bay Ferry enhancements in operations	\$0.9
Southeast San Francisco mobility adaptation strategy	\$0.4

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



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**Attachment 2 - Senate Bill 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: - Bayview and Potrero Hill Residential Streets - Presidio Heights and Divisadero Street - Inner Sunset/Twin Peaks Residential Streets - Visitacion Valley Residential Streets	\$22.6	SFPW
Local Partnership Program (Formulaic Program)	First two cycles of LPP formula funds dedicated to pavement renovation projects: - Parkmerced/Glen Park/Twin Peaks streets - Alemany Boulevard - Sunset District Residential Streets	\$2.0	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.	\$40.7	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.	\$24.9	BART
	State of good repair projects including vehicle rehabilitation, grade crossing rehabilitation, and station improvements, which will improve safety and reliability.	\$5.2	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.	\$1.3	WETA
San Francisco's Total Annual SB 1 Formula Shares		\$68.1	
Formula Shares including Regional Operators		\$99.5	

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 statewide and creates a new State of Good Repair program with \$105 million annually statewide. Above totals only include revenue-based shares.

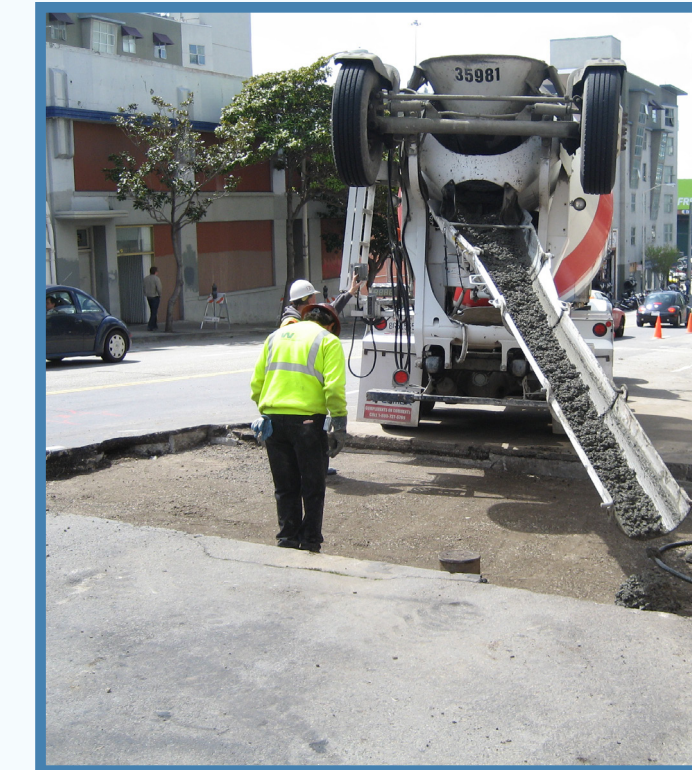


STATE FUNDED TRANSPORTATION PROJECTS IN SAN FRANCISCO

Since the rollout of Senate Bill 1 (SB 1)

Attachment 3

As of October 2018



SB 1'S ANNUAL CONTRIBUTIONS TO SAN FRANCISCO

(2018-19 Funding Levels Shown)

- Local Streets and Roads- \$22.7 million
- BART Capital, Operations and Service- \$24.9 million
- Caltrain Capital, Operations and Services- \$5.1 million
- Muni Capital, Operations and Service- \$40.7 million



NOTABLE BART PROJECTS

- New Railcars- \$334.5 million
- Preventative Maintenance- \$6.1 million
- Escalator Replacement- \$1.9 million



NOTABLE CALTRAIN PROJECTS

- Electrification- \$164.5 million
- Railcar Rehabilitation- \$2.1 million



NOTABLE MUNI PROJECTS

- New Railcars- \$27.0 million
- Restoring Light Rail Lines- \$13.8 million



PROJECTS NOT ON MAP

- Affordable Housing Bike and Transit Programs
- Alemany Bridges Rehabilitation
- BART Sea Level Rise & Flooding Resiliency Study
- Bayview Community Based Transportation Plan
- Caltrain Bike Parking
- Caltrain Grade Crossing Improvements
- Muni and Caltrans Facilities Improvements
- Vision Zero Safer Intersections
- SF Transit Corridors Study

