



Memorandum

RE: Board Meeting - June 23, 2020
DATE: June 23, 2020
TO: Transportation Authority Board: Commissioners Peskin (Chair), Fewer, Haney, Mandelman, Mar, Preston, Ronen, Safai, Stefani, Walton, and Yee
FROM: Tilly Chang - Executive Director
SUBJECT: Executive Director's Report – **INFORMATION**

REGIONAL, STATE AND FEDERAL ISSUES

Federal Transportation and Infrastructure Bill - House Majority Releases Ambitious \$1.5 Trillion Economic Stimulus Proposal:

On June 22, House Democratic leadership released its \$1.5 trillion Moving Forward Act which would invest \$1.5 trillion for a transformational investment in American infrastructure to create jobs, take bold action on the climate crisis, and address disparities in communities. The sweeping package includes \$1 trillion for schools, affordable housing, safe water, clean energy, high-speed broadband, health care modernization, and childcare facilities as well as tax credits. The cornerstone of the bill is a \$494 billion reauthorization of the current federal transportation bill, which expires on September 30, 2020. The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act includes a \$494 billion investment over five years, which represents a 46% increase over current spending levels. It would deliver significant new revenues to urban transportation including a 50% increase in transit formula funds, more funding for transit capital investment grants, and new programs to address climate change and advance innovative transportation strategies. The first year would also provide \$83 billion in much needed COVID-19 relief funds for states and local governments. However, the INVEST Act, and the larger Moving Forward Act, are a partisan effort and it is unclear whether it will have any traction in the Senate whose leadership had refused to consider additional stimulus measures. There is little time to advance the Moving Forward Act through the Senate and the reconciliation process before the November election, however Congress and the Administration showed they were able to move quickly to provide relief packages earlier in the COVID-19 crisis. I will continue working with SFMTA and the Mayor's Office to advocate for San Francisco's priorities as negotiations continue, as well as through my leadership on ITS America's Smart Infrastructure Task Force.

Caltrain Considers Potential 1/8-cent sales tax - Poll to Help Inform Upcoming Agency

Actions: Senate Bill (SB) 797 gave Caltrain the authority to place a 1/8-cent sales tax on the ballot in San Francisco, San Mateo and Santa Clara counties to help fund its operations and capital needs. Lacking a dedicated local revenue source Caltrain has long faced financial challenges. The precipitous drop in transit ridership and fare revenue as a result of COVID-19



concerns and shelter-in-place orders have made this vulnerability even more apparent. SB 797 requires the local transit operators (SFMTA, Samtrans, VTA) and the Board of Supervisors (BOS) in each of the three counties, and the Caltrain Board to approve putting the sales tax on the ballot. Recognizing the dramatic changes and challenges brought about by the pandemic, Caltrain commissioned a poll to help gauge the likelihood of a measure passing this November. Results are expected to be available soon and will help inform actions yet to be taken by VTA, SFMTA and the BOS in Santa Clara and San Francisco. Caltrain has until early August to decide whether to place a measure on the November 2020 ballot. We've been working with SFMTA and consulting with Chair Peskin to support Commissioner Walton in his role as Caltrain Director on this topic. I'd also like to appreciate and recognize Commissioner Walton for his advocacy in increasing affordability of Caltrain as a requirement of a potential measure. Caltrain has until August to make a decision on whether to proceed.

Safe Routes to BART Grant Program - Applications Due July 23: BART has released a new \$5 million grant program for construction of projects off of BART property that enhance pedestrian and bicycle access to BART stations. The funds come from the Measure RR General Obligation bond approved by BART district voters in 2016. BART is currently accepting project proposals from eligible public agencies in Alameda, Contra Costa and San Francisco counties. Applications are limited to one project per station, per applicant, so we are coordinating with SFMTA and SFPW to ensure that San Francisco's top priorities are represented. The application deadline is July 23 and awards will be announced in the fall.

LOCAL ISSUES

San Francisco Transportation Working Group Convened: Chair Peskin and SFMTA Director Tumlin have convened a Transportation Working Group comprised of a cross section of city and regional agencies to discuss transportation issue and initiatives as the city re-opens the economy during a time of limited transit services and emerging traffic on local and regional roadways. Questions the working group will consider include: how to ensure transit is safe for workers and passengers alike; how to establish walking, biking and micromobility as preferred modes of transportation; and how to manage demand while Muni and other transit services are capacity-constrained. The group has discussed SFMTA's Transportation Recovery Plan and Shared Streets initiative, as well as transit safety measures.

SFMTA Traffic Calming Update - Residential Traffic Calming Applications Due June 30: 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, to the SFMTA by June 30. Residents who are concerned about speeding on their block are normally required to submit an application to the program with a petition signed by their neighbors. However, due to coronavirus precautions, the SFMTA is waiving the petition requirement for this application period. For more information, please visit: <https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program> or



contact TrafficCalming@sfmta.com. SFMTA will notify residents of their application status between January and March 2021.

San Francisco School Access Plan and Visitacion Valley Plan Receive Caltrans Planning

Grants: On June 18, Caltrans announced \$164,500 in Transportation Planning Grant funds for the San Francisco School Access Plan to increase sustainable transportation options for school-related trips and SFMTA also received a grant for conducting a Visitacion Valley transportation planning study. The School Access Plan, first requested by Comm Mar, will aim to close known equity gaps by improving transportation services for vulnerable families and reduce localized congestion and air pollution by targeting solutions for medium- to longer distance trips to school, including Muni transit, shuttle options, carpooling/app-based services, and yellow school bus expansion. The study will kick off this Fall and we anticipate completion in June 2022.

Planning Awards - Two San Francisco Planning and Outreach Efforts Recognized for

Excellence: I am pleased to share the good news that two San Francisco efforts have received statewide recognition. SFMTA's Bayview Community Based Transportation Plan was awarded the Award of Excellence in Opportunity and Empowerment by the Northern California chapter of the American Planning Association. Funded by a Caltrans Planning Grant as well as Prop K sales tax funds, the plan identified transportation priorities in direct partnership with the Bayview-Hunters Point community. It was informed by the Transportation Authority's earlier District 10 Mobility Study and included a participatory budgeting process that allowed residents to directly vote on projects to receive near-term implementation funds. The Bayview CBTP will serve as the basis for \$2.5 million in Prop K funds programmed for local bicycle, pedestrian, and streetscape projects in the neighborhood. I would also like to congratulate the SFMTA for its Chase Center Transportation Communications Plan being short-listed by the California Transportation Foundation as a finalist in its Public Outreach Program of the Year. Awards will be announced on July 6.

PROJECT DELIVERY

Prop K Sales Tax Brings Smoother Streets to Districts 8 and 10 - Clayton St, Clipper St.

Portola Dr. and Alemany Blvd: The SFPW has recently completed the final segments of the Clayton St., Clipper St., Portola Dr. pavement renovation project. This District 8 project consisted of 24 blocks of paving work, base repairs, 66 new curb ramp, sidewalk and curb repairs at various locations. Additionally, significant progress has been made on the Alemany Boulevard pavement renovation project, as SFPW recently reported that the project has reached 78% complete. This project, within both Districts 8 and 11, consists of street resurfacing of 28 blocks of Alemany Boulevard from Congdon Street to Seneca Avenue. Additionally, the project will install 44 new curb ramps, construct new sidewalks, and improve traffic control. This scope is part of a larger project which includes sewer replacement, two bulb outs, and traffic signals to be funded by the San Francisco Public Utilities Commission and the SFMTA. The project is anticipated to be open for use in September 2020.



Better Market Street - Project Team Re-evaluating Design to Reduce Business Impacts, Accommodate Higher than Anticipated Bike Volumes: In response to the unprecedented COVID-19 crisis and the significant financial impacts to the City, SFPW and the partner departments are re-evaluating the implementation of the Better Market Street project in order to reduce the impacts to businesses. They are also looking for other Quick Build opportunities to realize more of the project benefits sooner and trying to accommodate the higher bicycle volumes after Market Street went car-free. This means that the first phase of construction will be delayed. The current schedule is to advertise the construction contract in early 2021. SFPW will also get the project shovel ready in order to qualify for federal stimulus funds. The project team will provide an update to the Transportation Authority Board in July.

MANAGEMENT AND ADMINISTRATION

COVID Impacts - April Sales Tax Receipts Down Year-on-Year, but Higher than March: We continue to closely monitor revenue streams and coordinate with the City and sister agencies to assess short, medium, and long-term financial impacts. Sales tax revenues of \$7,503,193 received for April 2020 were affected by COVID-19 coming in about 17% below prior years but represents a significant increase over the \$3.6 million in revenue received in March.