



## Memorandum

### AGENDA ITEM 3

**DATE:** November 17, 2020

**TO:** Transportation Authority Board: Commissioners Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton, and Yee

**FROM:** Tilly Chang - Executive Director

**SUBJECT:** 11/17/2020 Board Meeting: Executive Director's Report – **INFORMATION**

### REGIONAL, STATE AND FEDERAL ISSUES

#### **Election Results - Voters Pass Recovery Bond and Caltrain Transportation Funding Measures:**

We congratulate President Elect Biden and Vice President Elect Harris on their historic election and look forward to their leadership on clean and equitable transportation infrastructure. On November 3, voters in San Francisco, San Mateo and Santa Clara Counties approved Measure RR, which will provide Caltrain with its first ever source of dedicated funding. Approval of this one-eighth cent sales tax will provide a lifeline to Caltrain and allow the agency to maintain operations at a time when fare revenues have dropped precipitously due to the pandemic. We want to thank Commissioner Walton in his capacity as a Caltrain Director and Chair Peskin for their leadership on this effort, as well as the support of the entire Board.

San Francisco's voters also approved Proposition A, the Health and Homelessness, Parks and Streets Bond. This \$487.5 million general obligation bond includes \$41.5 million to repave and reconstruct roads, rehabilitate and make seismic improvements to street structures and plazas, and to install and renovate curb ramps. Congratulations to our partner agencies on these successes!

#### **Regional Telecommute Strategy - Revised Proposal Back for Discussion on November 20:**

Last month the Board approved Commissioner Ronen's resolution opposing a strategy proposed by the Metropolitan Transportation Commission (MTC) to require that 60% of office-based employees from large offices across the region work from home by the year 2035. This strategy would have significant negative ramifications on businesses, commercial real estate, public transit and low-income communities. The Board was not alone in taking this position, as MTC received letters and resolutions of opposition from numerous transit agencies, business organizations, and local and state elected officials. This opposition has been heard, and MTC staff are bringing a substitute strategy to the Commission this Friday. Rather than mandating a 60% telecommute share, MTC is proposing instead to work with employers to achieve a 60% sustainable trip goal, which can be met through transit, walk, or



bike trips in combination with telecommuting. This is consistent with the resolution you approved last month and is a great outcome for San Francisco and the region.

**Transit Recovery - Bay Area Agencies Nearing Fiscal Cliff:** The federal CARES Act, approved earlier this year, provided relief funding for transit agencies that allowed them to maintain service despite the substantial COVID-related drop in fare revenue. Because ridership remains drastically lower than before the pandemic, that money will soon be expended for many operators. Golden Gate Transit anticipates running out of these funds by the end of November; Muni and Caltrain at the end of December; and BART by partway through next year. As agencies near this "fiscal cliff," some are considering drastic measures to balance their budgets. For instance, Golden Gate Transit recently made the difficult decision to lay off 200 employees. We are working with transportation partners across the state and nation to advocate for a second transit relief package. Although it has not advanced in the current Congress, we are hopeful the incoming administration will be more receptive. Until then we will continue to advocate for additional funding and continue our work with Bay Area stakeholders through the Blue Ribbon Transit Recovery Task Force to examine how the region's transit systems could be reimaged to best serve essential workers in light of new budget constraints.

**BART's Train Control Modernization Project - State Awards \$60 Million:** The California Transportation Commission (CTC) announced yesterday that BART will receive \$60 million from the Senate Bill 1 (SB1)-funded Solutions for Congested Corridors program for Train Control Modernization. This project is one component of BART's Core Capacity program to increase capacity and modernize travel in the existing Transbay Tube. This project has been very competitive for state and federal grant programs in the past and will provide significant benefits to San Francisco and the region.

## **LOCAL ISSUES**

**Vision Zero - Resolutions Passed and World Day of Remembrance Observed:** This past Sunday, many of us gathered at City Hall to remember the millions killed and injured on the world's roads. Commissioners Yee, Mar, Mandelman, Preston and I joined WalkSF and SF Bay Area Families for Safe Streets to observe this sad anniversary and remember the 187 traffic crash victims who died on our city streets since 2014. We all re-dedicated ourselves to the goal of achieving Vision Zero, and appreciated the Board of Supervisors which last week unanimously sponsored and passed President Yee's resolutions recommitting to Vision Zero and urging the tSan Francisco Municipal Transportation Authority (SFMTA) to develop a plan to lower speed limits and make necessary changes to street designs and traffic signals.

**SB1 Local Partnership Program Competitive Award - Mission Geneva Safety Improvements Receives \$8.7 Million:** We are pleased to announce that the CTC is recommending \$8.7 million in SB1 Local Partnership Program (LPP) funds to the Mission Street and Geneva Avenue Safety Improvements project. The CTC received 62 applications requesting \$647 million and is recommending funding 21 projects with the available \$213 million. The Bay



Area region will receive \$61.5 million in LPP Competitive funds across four successful applications. The Mission Geneva Safety Improvements project will improve pedestrian and bicycle safety and transit reliability and enhance the business district through loading improvements. The scope includes new traffic signals, sidewalk extensions, bus stop improvements, streetscape improvements, and commercial loading zone and curb management. Construction is expected to begin in early 2022. We thank Commissioner Safai for his leadership in developing this project.

**Octavia Improvements Study [NTIP] - Town Hall Meeting with Commissioner Preston's**

**Office:** We held a town hall meeting with Commissioner Preston's office on November 9th to hear from the community about their travel experience along Octavia Boulevard and in surrounding neighborhoods. We had 18 participants during the townhall and received valuable feedback on pedestrian and bicyclist safety, traffic congestion and transit connections. We will continue to gather input through multilingual web and text-based surveys through the end of this month. Along with ongoing technical analysis, we will use the feedback from the first round of outreach to identify alternatives for the study and seek input from the community early next year. To take the survey or to learn more about the Neighborhood Transportation Improvement Program (NTIP) funded study, visit our website - [sfcta.org/octavia](https://sfcta.org/octavia).

**District 4 Town Hall on the Great Highway - Weigh in on the Long Term Future of the**

**Roadway** - In support of the District 4 Mobility Study, another NTIP funded effort, Commissioner Mar is hosting a town hall on Saturday, November 21 from 10-11:30 a.m. with residents to discuss the long term future of the Great Highway. While parallel efforts are addressing the immediate concerns about traffic management and the impacts of the current closure, this event will focus on planning for the long term. Our project team has been working with the SFMTA and the Recreation and Parks Department to identify the full range of options and factors that inform this decision, including active transportation benefits and traffic impacts, costs, operational and maintenance considerations. For more information, visit our website at [sfcta.org/d4mobility](https://sfcta.org/d4mobility).

**SFMTA Survey of Potential 15 Third Bus Routes - Express Bus Anticipated to Begin in Early**

**2021-** In 2019, at the request of Commissioner Walton, the Transportation Authority initiated the 15 Third Bus Study [NTIP Planning] to examine returning the 15 Third bus to service. Transportation Authority staff are planning to bring an action item to the Board to adopt the final report for the 15 Third Bus Study in December. In response to the findings of this study and as part of the restoration of light rail service during the pandemic, SFMTA is planning to begin operations of a 15 Third express bus serving the Bayview and Hunters Point early next year. SFMTA conducted meetings with a stakeholder working group this summer and recently completed a public survey. More information about this NTIP project is available at <https://www.sfcta.org/projects/district-10-15-third-street-bus-study>.



## **PROJECT DELIVERY**

**Prop AA Vehicle Registration Fee - 10 Year Anniversary of Voter Approval; Prop AA Delivers Smoother Streets, Pedestrian Safety and Transit Improvements Citywide:** Ten years ago, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements, such as paving, pedestrian safety, and transit reliability improvements. Prop AA is a relatively small program, with annual revenues of a little under \$5 million, and it is focused on quickly providing tangible benefits, so it only funds the design and construction phases of projects. This means that over the past ten years, the public has seen a number of Prop AA projects completed. We've included a table of completed and ongoing projects so the Board and the public are able to see the portfolio of projects funded by Prop AA (see Attachment 1). Some highlights of the program include improved transit and pedestrian connections at the Hunters View affordable housing development, the revitalized 24th Street BART Station plaza, bike lanes and sidewalks on Arguello in the Presidio, and the reimagined, multi-modal Mansell Street through McLaren Park.

**SFMTA Announces Delays on the Central Subway - Revenue Service Anticipated Spring 2022:** The Central Subway is, unfortunately, experiencing additional delays. Until recently, the SFMTA anticipated opening the Central Subway to the public by mid-2021, but SFMTA is now projection completion of the project in the spring of 2022. The main cause for the delay is the COVID pandemic. Construction crews, who by necessity normally work in crews with minimal options for social distancing, have tried to adapt to the new normal. Nonetheless, there have been three reported cases of the virus thus far, leading to quarantines of the whole crew of the infected worker. Of note, the infections have not occurred in the jobsite, but have been brought to the site due to external exposure. The project has also experienced delays in the delivery of materials. Another cause of delay is that some of the subcontractors have been unable to provide sufficient workers to the jobsite to prosecute the work as scheduled. SFMTA is in the process of drafting a letter to the Federal Transit Administration requesting a time extension.

**Yerba Buena Island Multi-Use Pathway - MTC Anticipated to Approve \$1 Million Grant:** We are pleased to announce that on Friday, we anticipate the MTC will approve the committee recommendation to award the Transportation Authority \$1 million in Priority Conservation Area funds for preliminary engineering and environmental review of the Yerba Buena Island (YBI) Multi-Use Pathway. The new pathway will connect the Bay Bridge East Span pathway with the new ferry terminal currently being constructed on Treasure Island with service to San Francisco. The YBI Pathway is also a necessary link to connect the existing East Span pathway to the future pathway on the West Span of the Bay Bridge. We are very appreciative of MTC's support for this project and look forward to partnering with them to identify construction funding. We have also applied for the competitive state and regional Active Transportation Programs.



**San Francisco  
County Transportation  
Authority**

Executive Director's Report — INFORMATION

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Attachment 1: Prop AA Project Delivery Report

## Attachment 1 Prop AA Project Delivery Report

**Table 1. Prop AA Funds Allocated**

Strategic Plan Period	Programmed (Available for Allocation)	Total Allocated as of 11/13/2020	% Allocated
2012 Strategic Plan (FY2012/13 - FY2016/17)	\$ 24,829,995	\$ 24,829,995	100%
2017 Strategic Plan (FY2017/18 - FY2021/22)	\$ 27,261,113	\$ 17,634,901	65%
<b>Total</b>	<b>\$ 52,091,108</b>	<b>\$ 42,464,896</b>	

**Table 2. Completed Projects**

Projects are sorted by Expenditure Plan category, then allocation year, then project name

Sponsor <sup>1</sup>	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 11/13/2020)	Open for Use <sup>2</sup>
<b>Street Repair and Reconstruction</b>					
SFPW	2012/13	28th Ave Pavement Renovation	Construction	\$ 1,169,843	2014
SFPW	2012/13	9th Street Pavement Renovation	Construction	\$ 2,101,136	2015
SFPW	2013/14	Chinatown Broadway Streetscape Improvements	Design	\$ 650,000	2018
SFMTA	2013/14	Mansell Corridor Improvement Project	Design	\$ 199,997	2017
SFPW	2013/14	McAllister St Pavement Renovation	Construction	\$ 1,995,132	2019
SFPW	2014/15	Dolores St Pavement Renovation <sup>9</sup>	Construction	\$ 2,145,024	2015
SFMTA	2014/15	Mansell Corridor Improvement Project	Construction	\$ 2,325,624	2016
SFPW	2016/17	Brannan Street Pavement Renovation	Construction	\$ 2,540,359	2019
<b>Pedestrian Safety</b>					
SFMTA	2012/13	Pedestrian Countdown Signals (PCS) #1	Construction	\$ 1,380,307	2014
Presidio	2013/14	Arguello Gap Closure	Construction	\$ 350,000	2014
SFMTA	2013/14	Ellis/Eddy Traffic Calming Improvements	Design	\$ 337,450	2019
SFMTA	2013/14	Franklin and Divisadero Signal Upgrades	Design	\$ 260,270	2016
UC Hastings	2013/14	McAllister St Campus Streetscape	Design	\$ 83,000	2018
SFMTA	2013/14	Mid-Block Crossing on Natoma/8th	Design	\$ 54,578	2017
SFMTA	2014/15	Franklin and Divisadero Signal Upgrades	Construction	\$ 636,480	2015
UC Hastings	2014/15	McAllister St Campus Streetscape	Construction	\$ 1,619,035	2015
SFMTA	2014/15	Mid-Block Crossing on Natoma/8th	Construction	\$ 310,000	2020
SFMTA	2014/15	Webster Street Pedestrian Countdown Signals	Design	\$ 260,000	2018
SFPW	2015/16	Chinatown Broadway Streetscape Improvements	Construction	\$ 1,029,839	2017
SFMTA	2015/16	Gough Corridor Signal Upgrade	Design	\$ 300,000	Design completed 2018 Construction by 6/2021

## Attachment 1 Prop AA Project Delivery Report

**Table 2. Completed Projects - continued**

Projects are sorted by Expenditure Plan category, then allocation year, then project name

Sponsor <sup>1</sup>	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 11/13/2020)	Open for Use <sup>2</sup>
<b>Pedestrian Safety</b>					
SFMTA	2015/16	Mansell Corridor Improvement Project	Construction	\$ 163,358	2016
SFMTA	2016/17	Webster Street Pedestrian Countdown Signals	Construction	\$ 141,794	2018
<b>Transit Reliability and Mobility Improvements</b>					
BART	2012/13	24th Street Mission BART SW Plaza and Pedestrian Improvements	Construction	\$ 713,831	2014
SFMTA	2013/14	City College Pedestrian Connector	Design	\$ 42,000	2015
BART	2013/14	Civic Center BART/Muni Bike Station	Construction	\$ 248,000	2016
MOHCD	2013/14	Hunters View Transit Connection	Construction	\$ 1,844,994	2016
SFMTA	2014/15	City College Pedestrian Connector	Construction	\$ 891,000	2017
BART	2015/16	Muni Bus Layover Area at BART Daly City Station	Construction	\$ 507,980	2017

<sup>1</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Mayor's Office of Housing and Community Development (MOHCD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), The Presidio Trust (Presidio), University of California Hastings College of the Law (UC Hastings)

<sup>2</sup> Open for use refers to the year the construction phase of the project was completed.

## Attachment 1 Prop AA Project Delivery Report

**Table 3. Projects Underway**

Projects are sorted by Expenditure Plan category, then allocation year, then project name

Sponsor <sup>1</sup>	Fiscal Year of Allocation	Project Name (Sponsor) <sup>1</sup>	Phase(s) Funded	Total Allocated	% Complete (as of 11/13/2020)	Open for Use <sup>2</sup> (at time of allocation)	Open for Use <sup>2</sup> (currently anticipated)
<b>Street Repair and Reconstruction</b>							
SFPW	2019/20	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (SFPW)	Construction	\$ 2,397,129	0%	Apr-2021	Nov-2021
SFPW	2019/20	Geary Boulevard Pavement Renovation (SFPW)	Construction	\$ 3,386,732	40%	Sep-2021	Sep-2021
<b>Pedestrian Safety</b>							
SFMTA	2015/16	Bulb-outs at WalkFirst Locations (SFMTA)	Design	\$ 491,757	65%	Jun-2020	Dec-2021
SFMTA	2017/18	Arguello Boulevard Traffic Signal Upgrade (SFMTA)	Construction	\$ 655,000	95%	Dec-2019	Jun-2021
SFMTA	2017/18	Gough Corridor Signal Upgrade (SFMTA)	Construction	\$ 2,900,000	92%	Sep-2019	Jun-2021
SFPW	2017/18	Haight Street Resurfacing and Pedestrian Lighting (SFPW)	Construction	\$ 2,052,000	42%	Mar-2020	Jun-2021
SFPW	2019/20	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (SFPW)	Construction	\$ 368,519	40%	Jan-2020	Mar-2021
SFPW	2019/20	Potrero Gateway Loop (SFPW)	Design	\$ 80,000	10%	Jun-2022	Jun-2022
SFPW	2019/20	Vision Zero Coordinated Pedestrian Safety Improvements (SFPW)	Construction	\$ 700,000	0%	Nov-2020	Jul-2021
SFPW	2019/20	Western Addition Pedestrian Lighting (SFPW)	Design	\$ 60,000	10%	Dec-2021	Dec-2021
SFMTA	2020/21	5th Street Quick-Build Improvements (SFMTA)	Construction	\$ 378,372	0%	Jun-2021	Jun-2021
<b>Transit Reliability and Mobility Improvements</b>							
SFMTA	2015/16	Elevator Safety and Reliability Upgrades (SFMTA)	Construction	\$ 287,000	32%	Mar-2020	Oct-2023
SFMTA	2017/18	Muni Metro Station Enhancements Phase 1 (SFMTA)	Construction	\$ 2,465,316	2%	Mar-2019	Jun-2022
SFMTA	2020/21	L-Taraval Transit Enhancements (Segment B) (SFMTA)	Construction	\$ 3,664,159	0%	Sep-2023	Sep-2023
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1 (SFMTA)	Design	\$ 18,898	2%	Jun-2022	Jun-2022
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1 (SFMTA)	Construction	\$ 1,025,000	0%	Jun-2022	Jun-2022