

Statement of
Edward D. Reiskin
Director of Transportation
San Francisco Municipal Transportation Agency
Before the Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit
April 25, 2013

Mr. Chairman, Ranking Member DeFazio, and Members of the Committee:

Good morning and thank you for the opportunity to appear before you today to highlight the local perspective on experience and progress in implementing the Moving Ahead for Progress in the 21st Century Act, or MAP-21. This two-year reauthorization of federal transportation policy codifies the mutual goals that local and federal government share to enhance the safety of public transportation, strengthen our nation's transportation infrastructure and streamline the nation's transportation program.

I am Ed Reiskin, San Francisco's Transportation Director and head of the San Francisco Municipal Transportation Agency, the City's multimodal transportation agency. Previously I served as Director of the San Francisco's Department of Public Works, responsible for managing the city's right-of-way infrastructure. I also currently serve as the Vice President of the National Association of City Transportation Officials (NACTO), a coalition of U.S. cities working together to ensure that transportation infrastructure across all modes will better serve existing and growing populations in the nation's urban centers. Mobility, access, and innovation in our cities and metropolitan regions are the key to the nation's economic success and the fundamental reason that we must continue to build and strengthen the local-federal partnership that is embodied in MAP-21.

About the SFMTA

The SFMTA is unique as the mobility management agency for all modes: Public Transit, Traffic Engineering & Management, Parking, Bicycles, Pedestrians, and Taxis.

We have 5,000 Employees represented by 17 Labor Unions and are the planners, designers, builders, regulators, and operators of San Francisco's transportation system. As an agency that manages an integrated transportation system, the SFMTA is a microcosm of the mobility and growth challenges faced by transportation agencies and cities across this country.

In this capacity, we manage a wide range of transportation assets that enable San Francisco's 800,000 residents and its many workers and visitors to get where they need to go in the most densely populated city in the western United States. We are able to do so by managing a system that enables nearly half of our City's work trips being non-drive alone—34% commute by transit, 9% walk and 4% bicycle to work. As the 7th largest transit system in the nation, San Francisco Muni serves over 200 million riders annually via 890 bus and trolley coaches, 151 light rail vehicles and dozens of historic streetcars and cable cars running on 71.5 miles of track and 25 miles of overhead wires systems. And this all on a system that just celebrated its 100th Anniversary!

The SFMTA also manages 40 off-street parking garages and lots, 28,862 meters, 281,700 street signs and 1,184 traffic signals. San Francisco also now has 208 miles of bike paths, lanes, and routes and we will be rolling out our first bikeshare program this summer.

I list these extensive assets to emphasize the fact that it takes a lot of infrastructure to keep a city moving, regardless of how people may choose to get around. Keeping the city moving is what keeps the city and region's economy strong. We therefore cannot take transportation infrastructure for granted. It takes significant investment to keep the systems in our cities in a safe state of good repair. Local governments across California have been strong participants in this effort, many having passed local sales taxes and other measures to support infrastructure investment. These funds have been critical to leveraging the investment of federal dollars in cities throughout our state and the nation. It is a partnership that should be applauded and strengthened.

MAP-21 and the Federal Role in Metropolitan Transportation Investment

Cities and metropolitan areas are home to two of every three Americans, and are the engines of the United States economy and the global economy. The foundation that supports the United States economy is a network of urban roads, bridges, railroads, and transit systems largely built more than 50 years ago and in some cases more than 100 years ago. Many studies have found that this urban transportation infrastructure, which was once the envy of the world, is increasingly structurally deficient, functionally obsolete, and at or over capacity. The backlog of deferred maintenance is nearing a critical point where failure will require costly and disruptive shut-downs and potential injuries and losses of life.

While not perfect, MAP-21 and its successor will help cities begin to rebuild and modernize transportation infrastructure by providing certainty and funding for transportation projects with an emphasis on state of good repair needs. MAP-21 will also create hundreds of thousands of well-paying jobs in the engineering and construction sectors through these investments. Given the current state of the nation's economy, it is all the more important to note that investment in transportation infrastructure helps to secure our economic future while fueling the economy now – a true win-win.

MAP-21 Implementation

As implementation of MAP-21 progresses, we continue to follow the important rulemaking and guidance required by the Act particularly as it relates to safety, state of good repair, and core capacity. We applaud the leadership of Congress and the Administration in highlighting the critical need to bring the nation's aging transit assets into a state of good repair, especially in large urban areas....and to hold transit agencies accountable for implementing a more strategic approach to managing the lifecycle of our assets and by using a performance oriented approach to investment decision-making.

We know that we cannot replace all assets at the end of their useful life and we know there is a backlog of need. According to the Federal Transit Administration, the nation

faces a state of good repair backlog of almost \$78 billion and an annual investment need of \$14.4 billion to maintain systems state of good repair after the backlog is eliminated. As a point of reference, the total of all formula grant programs funded out the Mass Transit Account under MAP-21 is \$8.6 billion in FY2014, so we have some work to do to identify and prioritize necessary funding.

San Francisco and State of Good Repair

To put this issue in a local context, San Francisco has developed a comprehensive Asset Inventory and state-of-good-repair analysis. The total value of SFMTA assets is \$12.3 billion. To meet the full scheduled replacement need of these assets (\$10.2B) and address the renewal backlog, we would need \$510 million per year for the next 20 years. To address asset replacement need without funding the backlog, the need is \$366 million per year. And, just to take care of the renewal of transit service dependent assets with a focus on transit service reliability, we have estimated a need of \$250M per year for 20 years. San Francisco, which receives its federal formula funding through the Metropolitan Transportation Commission, the Bay Area's nine-county metropolitan planning organization, has received on average \$75 million per year in transit formula funding.

While we applaud the emphasis that MAP-21 brings to these state-of-good-repair needs, it is clear that funding levels for these essential reinvestments in our nation's systems are not keeping pace as assets slide further into deteriorating condition and the backlog grows. We continue to focus our capital investments on safety first and will continue to do so pending an increase in funding. And as many other cities and regions are doing, we are contemplating the prospects of securing additional local revenues through ballot measures, but do not expect any such measures to be able to adequately fill the significant gap that we are facing.

Additional MAP-21 Observations

With regard to other key transit provisions, MAP-21 successfully continues the 5309 Capital Investment or New Starts program. While San Francisco received a long-awaited Full Funding Grant Agreement under the program last year, we support the

FTA's efforts to streamline this program so projects can progress more quickly through what is a very rigorous review process. Issues, however, remain for this important capital program.

As one of the few General Fund supported transportation programs, projects funded out of the New Starts program are vulnerable to General Fund cuts such as those implemented recently under sequestration. Major capital projects must have certainty and predictability of funding to be as cost-effective as possible. Delays in committed funding can result in costly financing in order to keep projects on schedule. We urge you to continue to work to find ways to secure guaranteed funding for major capital funding programs such as New Starts.

A second challenge to the capacity of the program is the inclusion of "core capacity" projects. The core capacity program was established to support existing fixed-guideway transit services. These core system investments will be as important to urban systems as strategic expansions that have been funded under New Starts. However, unless the over all funding level for the program grows to meet the need, the nation's cities will be faced with a tough challenge in how to invest to best meet demand in a zero-sum 5309 funding environment. For us in San Francisco, for example, we have significant existing needs to bring our current system into a state of good repair while at the same time we need to invest in systems that will accommodate the additional 100,000 residents expected to come to our city in the next generation. We do not have the luxury of choosing between maintaining our existing infrastructure and building new; we have to do both if we are to keep the city moving and the economy healthy.

Finally, one additional aspect of MAP-21 that deserves acknowledgement is the public transportation safety program. The act provides FTA significant new tools to strengthen the safety of public transportation systems throughout the United States by granting FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation. The law includes a key role for state safety oversight agencies and California provides a model to look to for this safety oversight function at the state level. The SFMTA and other transit agencies with rail operations in the state already work closely with the California Public Utilities Commission (CPUC) and will

continue to do so under the direction and guidance that is developed pursuant to MAP-21's transportation safety provisions.

Conclusion

The term of MAP-21 is relatively brief and discussions are already underway as we look towards another reauthorization by September 2014, just about a year and a half from now. The federal program has been improved and evolved. The critical next step is the find a way to provide the level of funding essential to keep America and its metropolitan-driven economy as the leader in the 21st century global economy.

San Francisco, the National Association of City Transportation Officials, and cities and transit systems across this country look forward to working with you as partners in this endeavor to keep America moving forward.

Thank you.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
Truth in Testimony Disclosure

Pursuant to clause 2(g)(5) of Rule XI of the Rules of the House of Representatives, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include: (1) a curriculum vitae; and (2) a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness. Such statements, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(1) Name:

Edward D. Reiskin

(2) Other than yourself, name of entity you are representing:

San Francisco Municipal Transportation Agency
 National Association of City Transportation Officials

(3) Are you testifying on behalf of an entity other than a Government (federal, state, local) entity?

YES **If yes, please provide the information requested below and attach your curriculum vitae. See following pages.**

(4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity you are representing:

Agency	Program	Amount
OHS	Transit Security Grant Program	\$ 7,510,190
OHS	Transit Security Grant Program	\$ 927,184
FHWA	Safe Routes to School	\$ 132,175
FHWA	VPPP	\$ 571,369
FHWA	HSIP	\$ 769,500
FHWA	HSIP	\$ 70,000
FHWA	HSIP	\$ 161,000
FHWA	Transportation Enhancement	\$ 235,000
FHWA	Safe Routes to School	\$ 121,000
FHWA	Safe Routes to School	\$ 124,000
FHWA	CMAQ	\$ 6,988,000
FHWA	VPPP	\$ 420,000
FHWA	Transportation Enhancement	\$ 611,000

FHWA	HSIP	\$ 259,371
FHWA	Safe Routes to School	\$ 686,390
FHWA	HSIP	\$ 228,269
FHWA	CMAQ	\$ 579,000
FTA	5309 SAFETEA-LU earmark	\$ 1,048,880
FTA	5309 New Starts	\$ 6,000,000
FTA	5316 - Lifeline Transportation	\$ 495,172
FTA	5309 FY2011 Fixed Guideway	\$ 67,382,500
FTA	5307 STP Transferred	\$ 2,800,000
FTA	Section 5309 Bus and Bus Facilities (State of Good Repair)	\$ 43,800,000
FTA	5309 Bus/Bus Facilities	\$ 931,095
FTA	5309 New Starts	\$ 20,000,000
FTA	FHWA Section 129 Consolidated Appropriations Act, 2008 STP	\$ 490,000
FTA	Section 5307 CMAQ	\$ 17,500,000
FTA	FY 2011 5307 formula funds	\$ 14,889,334
FTA	5317 New Freedom	\$ 200,000
FTA	Section 5309 Bus & Bus Facilities Livability	\$ 6,822,106
FTA	FY 2012 5307 formula funds	\$ 9,940,234
FTA	5309 FY2012 Fixed Guideway Program	\$ 69,409,386
FTA	5314 -TCSP	\$ 240,521
FTA	Section 5307 CMAQ Transferred	\$ 10,766,969
FTA	5309 New Starts	\$ 15,000,000
FTA	5309 New Starts	\$ 85,000,000
FTA	5307 STP	\$ 517,015
FTA	5307 STP Transferred	\$ 915,000
FTA	5307 CMAQ Transferred	\$ 948,200



 Signature

April 21, 2013

 Date

Bio

In July 2011, **Edward D. Reiskin** was named the Director of Transportation of the San Francisco Municipal Transportation Agency (SFMTA).

In this role, Mr. Reiskin oversees the Municipal Railway (Muni), parking, traffic engineering, pedestrian planning, bicycle implementation, accessibility and taxi regulation. Muni is one of the oldest public transit agencies in America and the largest in the Bay Area, currently carrying over 200 million riders per year and 700,000 a day. Mr. Reiskin runs Muni's historic streetcars, modern light rail vehicles, diesel buses, alternative fuel vehicles, electric trolley coaches and the world famous cable cars. Mr. Reiskin utilizes Muni every single day, bringing the perspective as a customer to his role as leader of the agency.

Mr. Reiskin has the responsibility for over 5,000 employees, a \$780 million operating budget, and a \$4.8 billion capital budget. He oversees the advancement of the Central Subway Project, the 1.7 mile extension of the Third Street Light Rail line that will provide rail service to the Financial District and Chinatown - the most densely developed areas of San Francisco. Mr. Reiskin will also lead the agency through the Transit Effectiveness Project, a comprehensive review of the Muni system to improve overall performance.

He also oversees key projects such as Clipper Card's integration into the Muni system. Clipper is the all-in-one transit card that keeps track of any passes, discount tickets, ride books and cash value that can be used on most Bay Area regional transit systems. He also oversees SFpark, which uses new technologies and policies to improve parking in San Francisco, reduces congestion and makes our streets safer.

Mr. Reiskin has more than 20 years of experience in the private, academic, nonprofit, and public sectors. Before joining the SFMTA, he was appointed in 2008 by Mayor Gavin Newsom and then City Administrator Edwin Lee as Director of the Department of Public Works (DPW) for the City and County of San Francisco. He led DPW's three divisions with more than 1,100 employees, whose responsibilities ranged from engineering, construction management and project delivery to graffiti removal, street cleaning, and public engagement programs.

During his tenure, he oversaw the development and opening of several LEED-certified landmark structures, such as Laguna Honda Hospital and several branch libraries and recreation centers. Under Mr. Reiskin's leadership, DPW not only resurfaced streets, but prioritized comprehensive public realm improvements, which improved public spaces for pedestrians, bicyclists and transit riders. He also oversaw the predevelopment work that led to the voter approval of two general obligation bonds: \$887.4 million to build a new, seismically safe, LEED-certified San Francisco General Hospital; and \$412.3 million for seismic and safety upgrades to fire stations and the city's high pressure firefighting water system, and a new seismically safe, LEED-certified Police Department headquarters and command center.

Mr. Reiskin also served as the first Director of the City and County's new 311 Customer Service Center. Prior to joining the City and County of San Francisco, he served as the Interim City Administrator and as Deputy Mayor for the Government of the District of Columbia. As City Administrator, he was responsible for the day-to-day operations of government, provided

oversight to government agencies under the Mayor's authority, and guided functional, policy, and budgetary decision-making on behalf of the Mayor. As Deputy Mayor, he served as senior advisor on public safety issues and provided leadership and direction in the management of departments such as police, fire/EMS, corrections, and 911/311. He also served as the District's liaison to independent, federal, and regional public safety agencies, and as the District of Columbia's Homeland Security Advisor.

Prior to joining the District government, Mr. Reiskin worked for three years for the City of Oakland, California as an assistant to the city manager. In that capacity, he led citywide initiatives; supported and coordinated the work of city agencies, particularly in the areas of public safety and community development; and implemented programs and policies of the City Council and Mayor of Oakland. From 1988 to 1998, Mr. Reiskin performed business and community environmental work for a nonprofit research and consulting organization, conducted academic research on sustainable development at a business school, and worked as an engineer and manager in the private sector.

Mr. Reiskin holds a Master of Public Administration degree from Harvard University's Kennedy School of Government, a Master of Business Administration degree from New York University's Stern School of Business, and a Bachelor of Science degree from the Massachusetts Institute of Technology.

He lives in the Lower Haight with his wife and three children.