



# Memorandum

**Date:** 02.23.16 **RE:** Transportation Authority Board  
February 23, 2016

**To:** Transportation Authority Board: Commissioners Wiener (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Peskin, Tang and Yee

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

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Assemblymember Chiu Introduces AB 2374 - Bill Would Grant the Transportation Authority Construction Manager/General Contractor (CM/GC) Authorization for Phase 2 of the Yerba Buena Island (YBI) West-Side Bridges Retrofit Project:** As we ramp up our efforts on the YBI West-Side Bridges Retrofit project, we have identified a number of benefits to the public if we deliver it using CM/GC method rather than traditional design-bid-build. CM/GC has the potential to reduce construction time by 6-7 months, reduce costs by 10-15%, reduce project delivery risk, and increase our ability to select a general contractor with specific desired qualifications, including better Disadvantaged Business Enterprise (DBE) commitment, better partnering history, and better environmental stewardship. Delivering the project this way will, however, require state legislation so we have been working with Assemblymember David Chiu on bill language. I'd like to express my appreciation to Assemblymember Chiu and his staff: on February 18 he introduced AB 2374, which will grant us the needed CM/GC authorization. We will be working with our state legislative advocate to secure support for the bill and move it through the Legislature.

**State Transportation Improvement Program (STIP) – Negative Fund Estimate Triggers Advocacy to Secure Funds for Lombard Corridor Project:** The state’s latest revised 2016 STIP Fund Estimate calls for deleting \$745,754 million [revised 07.19.16] (close to 40%) of existing programming from currently-programmed STIP projects. San Francisco’s sole new programming in the 2016 STIP is \$1.91 million for the Lombard Street US-101 Corridor project, which is also funded through a variety of other fund sources including state Active Transportation Program (ATP), and Prop K funds from the Neighborhood Transportation Improvement Program. Given the small size of the funding request, the fact that it is on the state highway system, and that it is already receiving ATP funds (another California Transportation Commission (CTC) priority), we are not recommending voluntarily removing the project from the STIP, a strategy with which MTC staff has concurred. However, the CTC may still remove the Lombard Street project during its own deliberations. Thus, we will continue to advocate for Lombard, but are also discussing potential alternative funding sources with San Francisco Public Works and the San Francisco Municipal Transportation Agency in order to keep this project on track. We will also continue supporting the Self-Help Counties Coalition’s statewide advocacy to educate the State about the consequences of woefully inadequate STIP funding.

**Plan Bay Area - Workshop to Explore Ways to Address Housing Affordability and Anti-Displacement:** On February 20, the Metropolitan Transportation Commission hosted a workshop entitled “Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge” that brought regional stakeholders together to discuss the challenges facing the region, potential solutions to address the issues, and how to

link those solutions to Plan Bay Area 2040 and the One Bay Area Grant program. Several staff members participated in the workshop. The biggest takeaways were the need to increase the supply of housing, increasing tenant protections, and efforts to stabilize vulnerable communities. There was an excellent turn-out at the workshop, with a lot of great ideas coming out of the various geographic break-out sessions, but clearly a lot of work yet to be done.

## LOCAL ISSUES

**BART Considers 2016 Bond Measure - Focus on State of Good Repair, Core Capacity, and Station Access:** BART has been struggling to maintain its traditionally high levels of reliability while operating the nation's oldest rail cars, dealing with aging infrastructure, and experiencing record ridership growth over the past several years. BART has \$9+ billion in state of good repair needs and like the SFMTA, needs to look to local funding to do the heavy lifting even while seeking to maximize limited state and federal funding for transportation infrastructure. As I reported last year, BART has been considering placing a general obligation bond on the November 2016 ballot. The measure would require a 2/3 super majority of the voters in the three BART counties (Alameda, Contra Cost and San Francisco) to pass. We have been closely collaborating with Chair Wiener, the Mayor's office, SFMTA, and BART and are glad to see that BART's initial proposal for a bond of around \$1 billion is now up to a staff proposal of about \$3.5 billion, which looks achievable based on recent BART polling. The BART Board will continue its discussion of a potential 2016 revenue measure for infrastructure at a special workshop on February 25. BART needs to make a decision in the June/July timeframe.

**Vision Zero Comprehensive Safe Streets Campaign – Prop K Sales Tax Funds Produce Additional Safety Videos:** Following the release of the first-of-its-kind Large Vehicle Urban Driving Safety training video in October 2015, the San Francisco Municipal Transportation Agency and its Vision Zero partners have produced training videos for drivers of taxis and passenger vehicles to help them safely navigate San Francisco's streets alongside pedestrians and bicyclists. The taxi training video will be mandatory viewing for taxi drivers. More information on the Urban Driving Safety Program can be found on the Vision Zero website <[www.visionzerosf.org](http://www.visionzerosf.org)>. The training videos are free and can be viewed on Vision Zero SF's YouTube channel.

**Transportation Sustainability Program – Planning Commission to Consider New Metric for Measuring Transportation Impacts under the California Environmental Quality Act (CEQA):** At the end of January, the State's Office of Planning and Research published draft guidelines for the implementation of Senate Bill (SB) 743. Upon adoption of the guidelines, SB 743 will require lead agencies under the California Environmental Quality Act (CEQA) to use a metric other than automobile delay (otherwise known as level of service) for measuring environmental impacts related to traffic. The draft guidelines identify vehicle miles traveled (VMT) as the preferred metric. VMT considers the amount and distance of automobile use generated by a project, rather than the congestion it creates at an intersection. This metric is a much more accurate and appropriate measure of the environmental impact of a project than level of service. In addition, this new metric aligns with numerous City policies and plans, such as the Transit First and Vision Zero policies. San Francisco Planning Department staff are proposing to make this inevitable change at the March 3 Planning Commission meeting, ahead of the completion of the State approval process. Transportation Authority staff have provided leadership on this issue through its forward thinking in the 2003 Strategic Analysis Report that looked at alternatives to Level of Service, the 2008 report on Automobile Trips Generated, as well as its partnership role with the Planning Department and SFMTA in the development of the Transportation Sustainability Program. We are pleased to be part of the rollout of this change along with the Transportation Demand Management Ordinance later this spring.

**Update on the Rail Capacity Strategy to be Presented at March Plans and Programs Committee:** Following a presentation at the February 19 meeting of SFMTA's Policy and Governance Committee, SFMTA staff will provide an

update on the Rail Capacity Strategy at the March 15 Plans and Programs Committee meeting. SFMTA has developed a Rail Capacity Strategy that identifies and prioritizes improvements to existing infrastructure and system expansion needed to help meet future ridership demand. Strategies include alleviating bottlenecks, improving the vehicle fleet, expanding or extending the light rail and metro systems, and building system resiliency. Initial engineering was conducted for near term improvements that can be delivered in the next five years. Long term improvements identified in the strategy will inform the Metropolitan Transportation Commission-led San Francisco Bay Area Core Capacity Transit Study, and updates of the San Francisco Transportation Plan as part of the Long Range Transportation Planning Program and Plan Bay Area (Regional Transportation Plan/Sustainable Communities Strategy). For more information, contact Michael Schwartz at michael.schwartz@sfcta.org or 415-522-4823.

**West Side SAR – Draft Report Presented to Committee:** At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that we initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco. The purpose of the study is to recommend options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown. Per the Transportation Authority's adopted procedures, a draft SAR is brought directly to the committee on which the requestor sits for comments and guidance. In this case, we brought the draft SAR to the February Plans and Programs Committee meeting and have been seeking input from relevant city agencies and other interested parties. We will present the SAR findings to the Citizens Advisory Committee on February 24 and anticipate seeking a recommendation to approve the final SAR at the Plans and Programs Committee in March. For more information, contact Ryan Greene-Roesel, ryan@sfcta.org, 415-522-4808.

**District 9 NTIP Planning – March Outreach Planned for Alemany Interchange Improvement Study:** Since the December 2015 kickoff of the Alemany Interchange Improvement Study, we have drafted preliminary bicycle and pedestrian facility concepts to improve access and safety along and across Alemany Boulevard at the Alemany Maze, and incorporated input from SFMTA, Caltrans District 4, and Commissioner Campos' office. In March, we will present our existing conditions analysis and initial design concepts to community stakeholders through a series of outreach events including at the Alemany Farmers Market, Flea Market, and Portola Neighborhood Association. We expect to brief the Plans and Programs Committee on the Study's progress and findings to date in April or May. For more information, including dates and times of outreach activities and to get involved, contact Rachel Hiatt, Acting Deputy Director for Planning, at rachel.hiatt@sfcta.org or visit [www.sfcta.org/NTIP](http://www.sfcta.org/NTIP).

**Neighborhood Transportation Improvement Program Update:** We are pleased to see the growing number of NTIP projects advance. We are working with the SFMTA and Commissioner Mar to advance a \$250,000 NTIP capital project for new striping on Arguello Boulevard to increase the visibility of pedestrians and bicyclists. These improvements were identified through the District 1 NTIP planning project to develop safer connections from the Presidio to Golden Gate Park. Staff are also advancing the District 6 Pedestrian Safety in SOMA Youth and Family Zone NTIP planning project, which will be considered by the Board in April. This is a two-pronged project, including community-based planning for Folsom/Howard Streets led by the SFMTA, and a freeway ramp intersection study led by the Transportation Authority. For District 4, one of the preliminary recommendations from the West Side Transit Strategic Analysis Report is to improve transit routing and maximize performance of poorly-performing routes such as the 66-Quintara. We are working with SFMTA and Commissioner Tang on a NTIP planning project to identify potential route changes or other improvements to better serve the residents of District 4. We have also been convening meetings with SFMTA, BART, SF Planning staff and community representatives to discuss a potential District 11 NTIP planning project for the intersection of San Jose/Geneva Avenues. We are also working with Chair Wiener, who has identified a

potential NTIP capital project for pedestrian safety improvements along Elk Street in District 8, which may include treatments such as flashing pedestrian beacons and other traffic calming measures.

## PROJECT DELIVERY

**First Segment of Exterior Awning for the Transbay Terminal Arrives on Site:** The first piece of the distinctive outer skin of the Transbay Transit Center building is scheduled to arrive in late February. The undulating skin displays a Penrose pattern, named after mathematician and physicist Roger Penrose, which creates seamless continuity between the segments. Its arrival at the site portends the commencement of the start of the building's enclosure. A ceremony will be held on March 7 at 10 a.m. at the jobsite to unveil and display this unique element.

**Persia Triangle Transit Improvements Completed- Prop K Sales Tax Funds Community-Identified Priority Project:** At the end of January, the SFMTA completed safety and transit access improvements in the area bounded by Mission, Ocean, and Persia Streets (fondly known as the “Heart of the Excelsior”), as recommended in the Transportation Authority’s Mission-Geneva Neighborhood Transportation Plan and SFMTA’s Transit Effectiveness Project. Improvements include: bulb-outs, sidewalk extensions, traffic signal upgrades, pedestrian streetlights, and realignment of the Alemany/Ocean intersection for 29-Sunset. SFMTA’s revenue bonds and Lifeline Transportation Program funds programmed by the Transportation Authority also contributed to the project.

**Bicycle Parking Facility Improvements at the 4th/King Caltrain Station - Prop K Provides More Bike Parking Spaces:** Caltrain recently completed installation of new bicycle racks inside and outside the bike station at the 4<sup>th</sup> and King Caltrain station, increasing its capacity by adding 55 new spots. The bike station features secure, free valet bike parking, as well as bike repair services and commuting supplies. Improving bicycle parking at this high demand, end of the line Caltrain station, enables more Caltrain riders to access the station via bicycles – a needed improvement given that on-board bicycle spaces routinely run at capacity and are forced to pass up would-be riders down the line.

**Transportation Authority Funds Support Safer Streets and Improved Transit Access - Projects on Masonic Avenue, at James Denman Middle School, and at 16<sup>th</sup> and 24<sup>th</sup> Street BART Stations About to Enter Construction:** I am pleased to note that several Transportation Authority-funded projects with very visible improvements will soon be under contract for construction. SFMTA’s Masonic Avenue Complete Streets project, one of our Cycle 1 One Bay Area Grant projects, will bring a variety of new safety and streetscape features, including a landscaped median, better lighting, an improved sewer system, raised bikeways, bus stop enhancements, and a new public plaza at Geary Boulevard. This project is expected to be open for use by November 2017. BART’s Wayfinding Improvements Phase III will design and install wayfinding signs, station-identification pylons, and real-time information displays at ten BART stations, including the 16th and 24th Street Mission stations in San Francisco. Construction is anticipated to be done by September 2017. Prop K is leveraging Lifeline Transportation Program funds for this project. The SFMTA’s James Denman Middle School Safe Routes to School project will remove free right-turn lanes and install bulb-outs at all four corners of Alemany/Onondaga and install a bus bulb and a corner bulb at Ocean/Otsego. The project should be completed by June 2016.

**eFleet “Art in Motion” – Bay Area Climate Initiative (BACI) Grant Takes Electric Vehicle (EV) Marketing to the Next Level:** To raise awareness of its EV carsharing fleet, the City CarShare-Carma partnership launched an innovative marketing initiative by wrapping its EVs in unique art of Zio Ziegler, a San Francisco-based, environmentally conscious artist who strives to connect technology and creativity; as expressed in his words, “A society, while facilitated by technology, often seems to be guided by and remembered for its creativity.” In addition, EVs are charged at a discounted rate of \$5.75 per hour plus mileage but offered for free to qualified artists. This initiative is part of the eFleet project, which includes purchase of EVs

as well as marketing and education efforts, mainly funded with the first round of MTC's BACI grant (\$1.7 million) and fiscally sponsored by the Transportation Authority.

#### **MANAGEMENT AND ADMINISTRATION ISSUES**

**DBE/LBE Opportunity Overview and Networking Event – Connecting the Business Community:** On February 2, we hosted approximately 49 attendees from 39 companies at our annual Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) Upcoming Opportunity Overview and Networking Event. This event brought together DBE/LBE firms with prime consultants and contractors to learn about upcoming contract opportunities with the Transportation Authority, Treasure Island Mobility Management Agency, SFMTA, and San Mateo County Transit District/Caltrain in the fields of construction, architecture and engineering, tolling system integration, and professional services. The event included representatives from the Office of Small Business, San Francisco African American Chamber of Commerce, and Small Business Development Center. After the presentation, we hosted a networking event where DBE and LBE firms met directly with potential prime consultants and contractors, as well as Transportation Authority and agency partners staff, to discuss these and other upcoming opportunities. Firms provided positive and helpful feedback to inform next year's event and we will continue our efforts to encourage participation and collaboration of small and large firms.