



Memorandum

Date: 04.26.16 **RE:** Transportation Authority Board
April 26, 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

Smart Cities Challenge Grant – City Teams Works to Refine Application: Last month we announced that US Secretary of Transportation Anthony Foxx selected San Francisco as one of seven cities that are finalists for the US Department of Transportation’s (DOT’s) \$50 million Smart Cities challenge grant program. The program’s goals are to showcase innovative ways that cities can apply new technology to address mobility and environmental challenges such as congestion reduction and traffic safety through partnerships with the Federal government and private sector. In mid-April, in support of SFMTA and the Mayor’s Office, we hosted a delegation of DOT officials and to discuss potential demonstration projects with participating agencies, institutions, and private industry partners. Applications are due May 24. The winning city will be announced in June.

Chamber City Trip to Washington, D.C. - Focuses on Infrastructure and Transportation: A few weeks ago, I traveled to Washington, D.C. with the Chamber of Commerce’s CityTrip delegation to advocate for our Federal transportation priorities and hear from our representatives about how they see the budget process shaping up. In particular, we are hoping for the remaining \$173 million in Federal Transit Administration New Starts funding for SFMTA’s Central Subway project and other funds for Van Ness BRT. Leader Pelosi indicated her priority to develop water, transportation and broadband infrastructure for San Francisco and the nation, and expressed her concern about the status of appropriations bills which were getting caught up a spate of riders and disagreements about spending in the Republican-led House committees.

California High-Speed Rail Authority (CHSRA) Draft 2016 Business Plan – San Francisco Comments Urge CHSRA to Extend Initial Operating Segment (IOS) to the Transbay Transit Center: Earlier this month, the Directors of the Transportation Authority, SFMTA and SF Planning Department submitted a joint letter to the CHSRA Board of Directors regarding the draft 2016 Business Plan released in February. We expressed appreciation for the revised Business Plan’s proposal to shift the Initial Operating Segment (IOS) to be from the Central Valley (a few miles north of Bakersfield) to San Jose’s Diridon Station, rather than south to Los Angeles. On April 21, I joined Ed Reiskin (Director of SFMTA) and Jim Hartnett (CEO of SamTrans/Caltrain), to testify at the CHSRA Board meeting in San Jose to advocate for adjusting the limits of the new IOS to continue north to San Francisco’s Transbay Transit Center (TTC) and extend further south to Bakersfield, due to the superior economic and financial benefits of this expanded corridor, and its ability to attract a greater amount of private investment sooner. The CHSRA will meet again next week to adopt the revised Plan.

Plan Bay Area (PBA) 2040 – Draft Project Performance Results Available: For Plan Bay Area 2040, the Metropolitan Transportation Commission (MTC) conducts project performance analysis on large projects (greater than

\$100 million) that are not yet considered committed. This analysis is intended to identify the highest performers, which are likely candidates to receive regional discretionary funds, and the lowest performers, which may need to justify their inclusion in the final PBA. Earlier this month, MTC released its preliminary draft project performance results. Since then, we have been working with both MTC and San Francisco project sponsors to accurately capture the benefits of proposed projects in the city. The project performance analysis also helps inform what MTC and the Association of Bay Area Governments (ABAG) incorporate into the land use and transportation investment scenarios that you'll hear more about during ABAG's presentation this morning. We will be bringing information about the development of the preferred scenario and what it means for San Francisco to the Citizens Advisory Committee and the Plans and Programs Committee throughout 2016 until MTC adopts a preferred scenario. Finally, be on the lookout for announcements from MTC and ABAG regarding PBA 2040 public open houses. The tentative date for San Francisco is Tuesday, June 14 from 6:30 to 8:30 p.m. at Hotel Whitcomb on Market Street, near Civic Center BART.

State Active Transportation Program (ATP) - Cycle 3 Call for Projects Underway: The State has opened a new call for projects for the third cycle of ATP funding with approximately \$240 million available across the state. Unfortunately, the money will not be available to use for another three years (Fiscal Years 2019/20 and 2020/21), so applicants will face the additional challenge of identifying competitive projects that won't need to drawdown grant funds until that point in time. Applications are due June 15 and we are looking forward to working with San Francisco project sponsors to help refine their applications.

State Transportation Improvement Program (STIP) - Alternate Funding Secured for Lombard Corridor Project: While we collaborated with MTC to strongly advocate for keeping the Lombard Street US-101 project in the 2016 STIP, California Transportation Commission staff has stated it will not grant an exception from its policy to allow no new projects in the 2016 STIP, especially since the projects proposed for deletion or delay by regions and Caltrans were insufficient to close the \$754 million gap in the Fund Estimate. Despite the grim news, SFPW and the SFMTA have worked hard to identify alternative local funding including SFMTA revenue bonds to continue implementing this interagency priority project, and MTC staff is also recommending additional ATP funds that were freed up from the previous cycle. The Lombard project is planned for construction contract advertisement by early 2017 and open for use by November 2018. This is another example of how important it is to have local funds available – in this case to keep advancing projects despite the uncertainty of state and sometimes federal funds.

Caltrain Electrification Project - Caltrain Selects Vehicle Manufacturer; Contracts to be Awarded in July: After a months-long procurement process, we are pleased to announce that Caltrain has selected Stadler Rail AG, a world-renowned manufacturer of rail vehicles headquartered in Switzerland, to provide the Electric Multiple Units trainsets for the Peninsula service. The initial order, funded mainly by the Federal Transit Administration, will be for 96 rail cars. In accordance with the procurement specifications, the trains will be manufactured in the United States. In addition, Caltrain has entered negotiations with the best-value bidder for the design-build electrification contract. The contractor will be responsible for the design and construction of the infrastructure needed to convert the Peninsula service to electric from the current Diesel. Caltrain expects to award both contracts in July.

Transbay Transit Center - Transbay Joint Powers Authority (TJPA) Approves Conditions for Short Term Financing: On April 14, the TJPA Board approved the terms and conditions for short-term financing set forth by the City and County of San Francisco and MTC necessary to secure funds to cover the funding and financing gap for the Transbay Transit Center. MTC's recommendation for additional funding is approximately \$250 million; however, according to the agreement, up to \$260 million in short-term notes may be issued to cover financing fees, expenses, and capitalized interest should any party wish to capitalize interest. Under the plan, TJPA will lease the TJPA's Train Box to a bank (expected to be U.S. Bank) acting as a Trustee. The City will also lease certain City-owned property to the Trustee. The Trustee will sublease the properties

back to the City. Payments by the City under the sublease will support the debt service on the short-term notes pursuant to trust agreements. Related actions are currently moving through the Bay Area Toll Authority and the Board of Supervisors.

Core Capacity Transit Study – Results will feed into City's and Region's Long-Range Planning Efforts: MTC recently hosted the Directors from SFCTA, SFMTA, BART, Caltrain, Alameda-Contra Costa Transit District, and the Water Emergency Transportation Authority for a high-level briefing on the regional Core Capacity Transit Study, a multi-agency study to identify and advance short, medium, and long-term investments needed to serve the growing demand for quality transit access into the San Francisco core. Travel into the core from the East Bay and from within the city has grown tremendously since the economic recession, leading to unprecedented demand that exceeds the intended capacities of our transit network. Passengers are experiencing crowding and diminished reliability, while operators struggle to resiliently withstand service disruptions. Operators have a number of projects in development that will help, some of which will rely on support from Prop K. This study is helping to coordinate development of those projects, as well as proposing new ideas. Through the study, the regional partners are also thinking further into the future to when large investments like a second transbay crossing will be required.

LOCAL ISSUES

Railyard, Alignment, and Boulevard study (RAB)- SF Planning Holds its Second Public Workshop for the: On March 30, SF Planning held a second public meeting to present to the public the ongoing study of alternatives to the current railyard at 4th and King Streets, alternative alignments for the Caltrain Downtown Extension (DTX), and the possibility of tearing down the I-280 freeway north of Mariposa St. Ed Reiskin, SFMTA's Director of Transportation, provided an introduction and context. He was followed by Gil Kelley, Director of Citywide Planning at the Planning Department, who made a presentation on the study. The majority of public comments were directed at the I-280 teardown concept. There was a general misconception that tearing down I-280 was necessary for construction of the DTX. The presenters made it very clear that the I-280 teardown and the DTX are completely separate projects and that the teardown was not needed for any of the DTX alignments being studied. After the presentation, there was a question and answer panel as well as one-on-one discussion opportunities between the public and study staff.

Vision Zero - Task Force, Committee, and Safety Summit Meetings Held: The Vision Zero Task Force met on March 29 and heard updates about SFMTA's efforts to support more systematic implementation of Leading Pedestrian Intervals throughout the city as well as the San Francisco Police Department's efforts to implement an e-citation pilot later this year. The Transportation Authority's Vision Zero Committee met on March 31 and reviewed the draft list of the next 24 high priority Vision Zero projects to be advanced over the next two years. SFMTA also shared progress updates on a new anti-speeding education and enforcement campaign, implementation of safe driver training programs for city staff, and continued advocacy for state Automated Speed Enforcement legislation. Finally, staff from the SFMTA and the Transportation Authority attended a regional Safety Summit hosted by Caltrans on April 8. Staff engaged in a dialogue with Caltrans regarding how to strengthen the connections between Caltrans' Strategic Highway Safety Plan and local safety initiatives. For more information, contact Ryan Greene-Roesel, ryan@sfcta.org, 415-522-4808.

Treasure Island Mobility Management Program – Community Outreach Planned for November: In May, we will release the draft final report on Treasure Island Mobility Management Program (TIMM Program) policy recommendations. The recommendations have been revised in response to input provided by stakeholders and through community outreach over the past six months. We will present the revisions at a suite of community events in May, including at the May 18 Treasure Island Community Meeting and May 19 Open House. Information on the time and location of these and other outreach events will be posted to

www.timma.org. For more information, please contact Rachel Hiatt, Principal Transportation Planner, at rachel.hiatt@sfcta.org or 415-522-4809.

WALK TO WORK DAY - Successful Walk to Work Day: We congratulate Walk San Francisco (WalkSF) on another successful Walk to Work Day, which celebrates and promotes walking as the most sustainable form of commuting. WalkSF said pedestrian traffic increased 7% during the April 7 event, which concluded in front of City Hall with a well-attended press conference involving a number of our Commissioners. Each April we participate in and support Walk to Work Day - in addition to supporting pedestrian-related projects all year long. Based on voter-approved expenditure plans, we allocate funds annually to promote circulation and safety for people walking. Congratulations on a job well done by WalkSF Executive Director Nicole Ferrara and her team. We are already looking forward to next year's Walk to Work Day.

Western Addition Community-Based Transportation Plan - Outreach Planned on Draft Improvement Concepts: The SFMTA continues to advance this planning effort to develop and prioritize transportation improvements based on community-identified needs. The SFMTA has identified draft improvement concepts based on a needs assessment and two rounds of community input to help prioritize transportation issues and locations. Top priority transportation needs include pedestrian safety and security (in particular, sidewalk and street lighting); traffic conflicts, calming, and violations; and street/sidewalk conditions. Priority locations include Webster Street, Turk Street, and Golden Gate Avenue. The SFMTA is planning another round of outreach in May to obtain input on the draft improvement concepts; these include meeting with Mo'Magic Service Providers, a May 3 workshop with Freedom West, and participation at a planned May 5 Joint District 5 Workshop. For more information on this NTIP planning project and planned outreach, contact Rachel Hiatt, Principal Transportation Planner, at rachel.hiatt@sfcta.org or 415-522-4809.

PROJECT DELIVERY

One Bay Area Grant (OBAG) Cycle 1 - Longfellow Elementary Safe Routes to School Open for Use; Mansell Corridor Improvements in Progress: SFPW completed the construction of six pedestrian bulb-outs and rapid flashing beacons at several Mission Street intersections near Longfellow Elementary School with OBAG and Prop K sales tax funds. The improvements were recommended through a walking audit in order to increase safety for students and other pedestrians at the busy vehicular intersection by shortening the crossing distance, preventing speed turns, and increasing visibility. Mansell Corridor Improvements, also funded with OBAG and Prop K, as well as Prop AA and other state and local funds, made substantive progress on repaving on the south side, with work on the north side pedestrian and bicycle path planned to start next month.

Second Street Vision Zero Early Improvements - Bike Lanes and Left-Turn Restrictions Completed: Last month, the SFMTA completed several early upgrades to Second Street with Prop K sales tax funds, including bike lanes between Market and Howard Streets, as well as left-turn restrictions from Second to Mission, Folsom, and eastbound Harrison Streets. For the upcoming full makeover of Second Street including protected bike lanes, wider sidewalks, bulb-outs and landscaping, funded with OBAG, Prop K and other local funds, SFPW anticipates receiving environmental clearance shortly and advertising construction contract by July.

Neighborhood Transportation Improvement Program (NTIP) - A Look Ahead: We are continuing to work closely with the Commissioners' offices and our project partners to advance NTIP projects across the city. Today the Board will allocate funding the District 6 NTIP planning project to support pedestrian safety in the SOMA Youth and Family Zone. In May, the Board will consider a funding request for the District 1 NTIP capital project for near-term pedestrian and bicycle safety improvements on Arguello Boulevard, which stems from last year's NTIP planning project for the district. We anticipate bringing a funding request from SFMTA in June for NTIP planning in District 11, where we are working with Commissioner Avalos' office, SFMTA, BART, SF Planning, SFPW and the Balboa Park Station Area Community Advisory

Committee on scoping the San Jose and Geneva Avenue Intersection Safety Project. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at anna@sfcta.org or Craig Raphael (SFMTA) at craig.raaphael@sfmta.com, or visit www.sfcta.org/NTIP.

MANAGEMENT AND ADMINISTRATION ISSUES

New Deputy Director for Planning – Introducing Jeff Hobson: I am pleased to announce that Jeff Hobson joined the Transportation Authority as our new Deputy Director for Planning just this week. Jeff has served as the long-time Deputy Director of TransForm, the leading sustainable transportation/land use/equity advocacy organization in California, which he co-founded 17 years ago. Jeff brings deep policy knowledge about transportation, climate and equity, and has a passion and track record for doing smart, values-based planning. As Jeff takes on his new duties, I wish to also thank Rachel Hiatt, Principal Transportation Planner, who has served as our Acting Deputy Director for Planning for the past eight months. We are grateful for all her hard work during this time.