



# Memorandum

**Date:** 02.25.14

**RE:** Authority Board  
February 25, 2014

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

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

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

## REGIONAL, STATE AND FEDERAL ISSUES

**State Legislation – Debate Over Cap and Trade Heightens:** This month, discussion in Sacramento remained focused on Governor Brown's Fiscal Year 2014/15 budget, in particular on the proposal on how to direct cap-and-trade revenue. Since the release of the draft state budget, which committed \$250 million of \$850 million in available cap-and-trade revenues to the high-speed rail project, indications are that the Governor will move to commit additional future cap-and-trade revenues to high-speed rail. Regions and local jurisdictions, including Metropolitan Transportation Commission (MTC), are advocating for an increase in the \$100 million in cap-and-trade revenues proposed for Sustainable Communities Strategy (SCS) projects and for directing those revenues directly to the regions, who are charged with developing and implementing SCSs, rather than to the Strategic Growth Council as currently proposed. Senator Steinberg has introduced Senate Bill 1156 which would replace the 2015 expansion of cap-and-trade regulation to fuels with a broader carbon tax and commit the bulk of these revenues to tax credits to low- and middle-income Californians, with a smaller share for transportation infrastructure. We will continue to work with MTC and other stakeholders in seeking to pass a significant amount of this first distribution of cap-and-trade revenue to regional and local jurisdictions and to support use of cap-and-trade revenue to advance San Francisco's interests in high-speed rail investments.

**Caltrans – Trio of Recent Reports Urge Reform:** This month three separate reports were released that recommend significant institutional change in the way the State delivers transportation projects. The State Smart Transportation Initiative's (SSTI) report recommended that Caltrans revise its mission statement and vision to better align with state planning goals and that the State take a more prominent role in project selection, including exerting more influence over local transportation decision-making. The California Transportation Infrastructure Priorities (CTIP) report, the result of more than a year's worth of stakeholder discussion, also urged that the State play a bigger role in local project selection and focus on a “fix it first” strategy. The Caltrans 2014 Program Review acknowledged the findings of the SSTI report and described the ongoing efforts Caltrans is making to strengthen its role in transportation project selection and delivery and to align its goals more closely with other state greenhouse gas reduction goals. We support meaningful reform to Caltrans, but are very concerned that these reports imply that Caltrans's performance has been hindered by the rise of local and regional transportation agencies, in particular self-help counties that have voted to raise their own transportation revenues. We are working with the Self Help Counties Coalition, the Metropolitan Transportation Commission, and other Congestion Management Agencies to develop a response to the recommendations in these reports given that recommendations are likely to be incorporated in the Fiscal Year 2014/15 State budget.

**Plan Bay Area Implementation – Hosted Leadership Meeting:** We recently hosted an Association of Bay Area Governments / Metropolitan Transportation Commission meeting on the implementation of Plan Bay Area. Attendees discussed progress towards meeting the priority development area (PDA) and affordable housing goals in Plan Bay Area, and identified areas where regional support is needed to address implementation challenges. A major opportunity was the suggestion that many participants raised to collaborate on a regional core transit study, focused on trans-bay corridor services. Other top PDA implementation challenges and opportunities mentioned included coordinating and use and housing plans across jurisdictions, particularly Oakland and the Inner East Bay, the need to manage rapid growth in the South of Market area, and the opportunity to partner with the other large big cities and operators of the Bay Area.

**Regional Priority Development Area Planning Program Grants – Call for Projects Released:** In late January the Metropolitan Transportation Commission (MTC) issued a call for projects for the Priority Development Area (PDA) Planning program with three subprograms: 1) PDA Planning, 2) PDA Technical Assistance, and 3) PDA Staffing Assistance. Up to \$8 million is available for all three programs. While all local governments with PDAs are eligible to apply, the top sixteen cities taking on 2/3 of the region's housing growth, including San Francisco, will receive priority. We have been working with San Francisco agencies to identify competitive applications, including a proposal that builds on the ongoing planning efforts around I-280 and the Caltrain railyard at 4<sup>th</sup> and King. MTC is hosting a pre-application workshop today at 2 pm. Applications are due to MTC on April 2<sup>nd</sup>.

**Active Transportation Program – Draft Guidelines Create Complicated Program:** Over the last three months we have participated in statewide working groups on the California Transportation Commissions (CTCs) proposed guidelines for the new state Active Transportation Program (ATP). The ATP consolidates a variety of state and federal funding sources for bicycling, pedestrian, Safe Routes to Schools, and regional trail projects. We have coordinated our efforts with the Metropolitan Transportation Commission (MTC) and other Congestion Management Agencies (CMAs) with the hope of making the ATP more efficient to implement. Unfortunately, despite our advocacy, the draft guidelines create a complicated program with requirements that will make it quite challenging to meet project delivery deadlines. The CTC will approve the final program guidelines and release a statewide call for projects in late March 2014 followed by a regional call for projects led by MTC in May 2014. Earlier this month we convened a working group to discuss San Francisco application ideas and the potential to combine pedestrian safety education and outreach efforts into one application which would likely be very competitive. For more information, contact Bill Bacon ([bill@sfcta.org](mailto:bill@sfcta.org)).

## LOCAL ISSUES

**Vision Zero Initiative Takes Shape:** This month we have held meetings with Board members, agencies, and advocates to coordinate the many Vision Zero related activities that are underway. First, in response to direction from Board leaders on this initiative, we have created a recommendation for the creation of an ad hoc committee on Vision Zero which appears on today's Board agenda. In addition, we have met with Commissioner Kim and Yee's staff and with WalkSF and SFBC to obtain input on the design and delivery of Vision Zero projects. SFMTA Director Reiskin and I also convened a meeting of the various agencies leading the engineering, education and enforcement projects including SFMTA, DPH, and SFPD to discuss the organization of the Vision Zero work program. We will be reporting on our early progress at the March 6 hearing that has been scheduled on Vision Zero at Neighborhood Services and Safety Committee of the Board of Supervisors.

**Coordination Activities on VLF, Capital Projects and Advocacy Ongoing –** We continue to participate in multiple working groups to develop our major transportation capital programs and priorities. On the proposed

Vehicle License Fee and general obligation bond for transportation proposed by the Mayor's Task Force, our staff are assisting city and SFMTA staff to address Board input on the expenditure plan, equity considerations and other prioritization criteria and processes. We also continue to participate in capital project working groups for the Transbay Transit Center, High-Speed Rail (Caltrain Electrification) and Central Subway. To coordinate our advocacy on these projects and ensure we are speaking with one voice, we held meetings with Chair Avalos and Vice Chair Wiener, and city and regional agencies this month in advance of our trip to DC in March.

**Yerba Buena Island Ramps Project - Construction Commencement Celebration Set for March 7, 2014, 10:30 am:** The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) and Caltrans to implement the \$77 million I-80/Yerba Buena Island (YBI) Ramps Improvement Project. The project includes construction of new westbound on and off ramps on the east side of YBI providing connection to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). A subsequent related project will retrofit of the existing bridge structures on the west side of the island. In December 2013, the Transportation Authority awarded a construction contract to Golden State Bridge, Inc. whose bid included a disadvantaged business enterprise (DBE) commitment of 13.83%. The commencement celebration will feature Commissioners Avalos and Kim, and speakers from TIDA, Caltrans and other invited dignitaries. For more information, visit [www.sfcta.org](http://www.sfcta.org).

**Cesar Chavez Streetscape Project Completed:** On January 29, 2014, a ribbon cutting ceremony marked completion of a two-year construction project to overhaul and improve Cesar Chavez Street between Hampshire and Guerrero Streets. Interagency coordination between the Department of Public Works (DPW), Public Utilities Commission (PUC), SFMTA, and the Planning Department resulted in a complete streets project that improves safety and infrastructure for pedestrians and bicyclists, enhances greening and landscaping, and improves stormwater management. The funding plan for the project included several federal, state and local fund sources including \$3.4 million in Congestion Management Agency (CMA) Block Grant funds (the predecessor to the OneBayArea Grant program) programmed in 2012 by the Transportation Authority Board.

**Transportation Authority Receives Grant for Participation in National Pedestrian Injury Prevention Action Team Training Program:** I am pleased to announce that we have received a grant that will allow one of our staff to travel to Washington, D.C. to participate in a Pedestrian Injury Prevention Action Team Training Program as part of a five-member team representing the state of California, which includes representatives from the California Department of Health and Caltrans, among others. Our participation allows us to publicize our city's Vision Zero strategy at the state and national level, as well as providing a valuable training opportunity for our staff. For more information, contact Ryan Greene-Roesel ([ryan@sfcta.org](mailto:ryan@sfcta.org)).

**Prop AA Call for Projects Released:** On January 24, 2014, we released a Prop AA call for projects for between \$1.15-\$2.09 million. The funds are available for any eligible project (i.e., Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements) in any year between Fiscal Year 2013/14 and Fiscal Year 2016/17, though priority will be given to pedestrian safety projects that are ready to begin work on the proposed phase in the current fiscal year. A total of \$1,150,000 in Prop AA funds are available due to the San Francisco State University's (SFSU's) cancellation of the Winston Drive Pedestrian Improvements project. These funds may be augmented by \$937,000 in Prop AA funds from the San Francisco City College's Phelan Loop Pedestrian Connector project, which may also be cancelled if the project is unable to meet Prop AA's project readiness and delivery requirements. Applications are due to the Transportation Authority by 5:00 p.m. on Monday, March 10, 2014. Applications should be emailed to [PropAA@sfcta.org](mailto:PropAA@sfcta.org). For more information and application materials, please contact Chad Rathmann ([chad@sfcta.org](mailto:chad@sfcta.org)) or visit [www.sfcta.org/prop-aa-call](http://www.sfcta.org/prop-aa-call).

**Travel Demand Partnership Project – Southwest Transportation Marketing Campaign Launched:** As part of our regionally-funded Travel Demand Partnership Project, we recently launched a sustainable marketing campaign in the southwest part of the city. This includes deployment of real time transit screens in all the residential towers in Park Merced, as well as sustainable transportation messaging on screens in student centers at the San Francisco State University. We will be evaluating the program in the summer to measure the impact on travel behavior. For more information, visit the study web site ([www.sfcta.org/tdm](http://www.sfcta.org/tdm)) or contact Ryan Greene-Roesel ([ryan@sfcta.org](mailto:ryan@sfcta.org), 415-522-4808).

**19th Avenue Transit Study – Draft Final Report Released:** I am pleased to announce the release of the 19th Avenue Transit Study’s final report. The purpose of the Study was to define conceptual alternatives for bringing the M-Ocean View to the west side of 19th Avenue through tunnel and bridge crossings of 19th Avenue and to evaluate alternatives’ feasibility, benefits, and impacts. The Study will be presented to the Board next month for adoption, concurrently with a Prop K request to leverage several other sources of funding for the next phase of work, which includes advancing the project’s level of design to 5-10%, and preparing a Project Study Report as required for project’s affecting State-owned right-of-way. The SFMTA will lead the next phase of work in partnership with us and Caltrans. For more information, visit the Study website ([www.sfcta.org/19thave](http://www.sfcta.org/19thave)) or contact Liz Brisson ([liz@sfcta.org](mailto:liz@sfcta.org), 415.522.4838)

**Waterfront Transportation Assessment – Phase 2 Technical Work, Stakeholder and Community Outreach Underway:** The Waterfront Transportation Assessment (Assessment) reviews and analyzes transportation conditions over the next 25 years along the San Francisco waterfront in anticipation of proposed developments at Piers 30-32/Seawall Lot 330, Seawall Lot 337/Pier 48, and Pier 70. The Assessment is led by the SFMTA with Transportation Authority support to identify the package of transportation improvements that best address existing and projected transportation issues. Since launching Phase 2, we appeared twice before the Piers 30-32 Citizens Advisory Committee Transportation Subcommittee: on January 28 we provided an overview of the Phase 2 process, and on and February 19 we shared initial findings regarding existing and forecast future travel patterns, both of which were met with positive reception. We also have been attending regular coordination meetings with representatives from the Golden State Warriors, Mission Rock, and Pier 70 developments teams. For more information about the Transportation Authority’s participation in the Assessment, contact Liz Brisson ([liz@sfcta.org](mailto:liz@sfcta.org), 415.522.4838) or visit the Study website (<https://www.sfcta.com/projects-planning/projects/waterfront-transportation-assessment-0>).

**Treasure Island Mobility Management Agency (TIMMA) – Treasure Island Development Authority Board Adopts Resolution Recommending that the Board of Supervisors Designate SFCTA as the TIMMA:** On January 8, 2014, the Treasure Island Development Authority (TIDA) Board approved a resolution recommending that the San Francisco Board of Supervisors designate the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to implement the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island/Yerba Buena Island Development Project. The purpose of the TIMMA is to implement a comprehensive and integrated program to manage travel demand on the island as it develops. The centerpiece of the TITIP’s innovative approach to mobility is a multimodal congestion pricing demonstration program that applies motorist user fees to support enhanced bus, ferry, and shuttle transit, as well as bicycling options, to reduce the traffic impacts of development on the island. Also in January, we submitted an application for federal Integrated Corridor Management (ICM) Deployment Planning grant funds. If awarded, the funds would support the system development of the congestion pricing program. Finally, in January, we attended the annual Transportation Research Board conference in Washington, D.C., as a member of the Congestion Pricing Committee. The Committee invited us to present an update on the congestion pricing program pre-

implementation planning. For more information, visit the Study website ([www.sfcta.org/timma](http://www.sfcta.org/timma)) or contact Rachel Hiatt ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

**Caltrans Grant Application Submitted - San Francisco Freeway Performance Initiative:** This month we submitted an application for Caltrans Partnership Planning grant funds to support the proposed San Francisco Freeway Performance Initiative Study (SF-FPI). If awarded, the grant would support a collaboration with Caltrans, the Metropolitan Transportation Commission, San Mateo, Santa Clara, and Alameda Counties, SFMTA, and other partner agencies to develop a performance-based vision for managing San Francisco's freeway corridors, US-101, I-80, and I-280, consistent with, the region's Sustainable Communities Strategy (Plan Bay Area), our own countywide San Francisco Transportation Plan (SFTP), and Caltrans managed lanes policies and plans. For more information, visit the 2013 San Francisco Transportation Plan website ([www.movesmartsf.com](http://www.movesmartsf.com)) or contact Rachel Hiatt ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

## **MANAGEMENT AND ADMINISTRATION ISSUES**

**DBE/SBE/LBE Networking Event - Connecting the Business Community:** On January 30, we hosted approximately 87 attendees from 76 companies at our Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Upcoming Opportunity Overview and Networking Event. This event brought together DBE/SBE/LBE firms with prime consultants and contractors to learn about upcoming contract opportunities with the Transportation Authority and Transbay Joint Powers Authority in the fields of construction, architecture and engineering, professional services, auditing, legal, and technology services. The event packed the room with representatives from the U.S. Small Business Administration, Asian American Contractors Association, San Francisco Chamber of Commerce, San Francisco African American Chamber of Commerce, Office of San Francisco Small Business Commission, Golden Gate Business Association, the Hispanic Chamber of Commerce of San Francisco, San Francisco Office of Contract Monitoring Division, San Francisco Local Business Enterprise Advisory Council, and the Minority Business Development Agency of the U.S. Department of Commerce. After the presentation, we hosted a networking event where DBE/SBE/LBE firms met directly with potential prime consultants and contractors to discuss these and other upcoming opportunities. I am looking forward to hosting such networking events on a regular basis.