



# Memorandum

**Date:** 04.15.14 **RE:** Authority Board  
April 22, 2014

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

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

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Cap-and-Trade – State Senator Steinberg Releases New Expenditure Proposal:** Last week Senator Steinberg released a new proposal for the distribution of cap-and-trade revenues that differed significantly from the Governor’s January proposal. Steinberg’s legislation would apply not just to the current fiscal year, but would set fixed and formula distributions for future years’ revenue as well. It would set aside the first \$610 million in annual revenue for four expenditure categories: natural resources, climate dividends, electric vehicle deployment, and green banking. The remaining revenue would be divided among affordable housing (at least 20%), sustainable communities (up to 20%), transit (30%) high speed rail (20%), and complete streets (10%). Transit and housing advocates are strongly supporting Steinberg’s proposal, since it would direct cap-and-trade revenues toward affordable housing and transit operations, two areas the Governor’s proposal did not fund. However, in order for transportation to receive as much under Steinberg’s bill as it would under the Governor’s proposal, cap-and-trade revenues would have to grow dramatically. Revenues are projected to increase next year as cap-and-trade is applied to fuels, but the scale of the growth is unclear at this time. We will seek amendment of the fixed off-the-top contributions so that if revenues come in lower than expected transportation will still receive its fair share. Since Steinberg’s plan, similar to the Governor’s, would program funding at the state level through competitive grant programs, we will also continue to work with the Metropolitan Transportation Commission and other stakeholders to distribute a significant portion of cap-and-trade revenue directly to local or regional jurisdictions to support the implementation of Plan Bay Area and other regions’ sustainable communities strategies.

**Transportation 2030 Discussions Continue:** The Transportation Authority continues to support efforts to advance the recommendations of the Mayor’s 2030 Transportation Task Force. Over the last month senior staff from the SFMTA, Department of Public Works, Controller’s Office, and Transportation Authority have briefed each Board member on the current staff proposal for the advancement of a \$500 million general obligation bond and an increase in the vehicle license fee in San Francisco from 0.65% to 2.0%. Outreach efforts are continuing, led by SFMTA, to seek input from a diverse range of stakeholders and organizations across the city. The Capital Planning Committee (CPC) will consider adoption of the Transportation 2030 proposals at its May 5, 2014 meeting. After CPC approval the Transportation 2030 proposals will advance to the Board of Supervisors for consideration.

**Active Transportation Program (ATP) – SF Prepares Applications:** The ATP consolidates a variety of state and federal funding sources for bicycling, pedestrian, Safe Routes to Schools (SR2S), and regional trail projects. The Transportation Authority has convened three working group meetings with local

stakeholder agencies to discuss San Francisco application ideas and coordinate on project applications. Applications for the statewide ATP program are due to Caltrans on May 21, 2014 and applications for the regional ATP program are due to the Metropolitan Transportation Commission (MTC) on July 24, 2014. Currently San Francisco agencies are planning on applying for two SR2S capital projects, a SR2S non-infrastructure project, a Comprehensive Safe Streets Awareness and Communications Campaign to advance Vision Zero, a bicycle wayfinding improvements project, and a trail improvement project in the Presidio. In addition MTC is planning on applying for ATP funds to support the expansion of Bay Area Bike Share in both San Francisco and the East Bay. For more information, contact Bill Bacon ([bill.bacon@sfcta.org](mailto:bill.bacon@sfcta.org)).

**Vision Zero Committee – First Meeting Convened, SFMTA Shares Draft List of 24 Capital Projects:** The inaugural meeting of the new Vision Zero Committee of the Transportation Authority board was held on April 10 with Chair Kim and Commissioners Yee, Mar, Wiener, and Breed in attendance. They emphasized the role of the committee in improving accountability, capital project delivery, and building the political will necessary to accomplish Vision Zero. We thank the Board and City agencies for partnering with us on this important initiative and fundamental effort to shift the city’s culture and practices. Megan Wier of the Department of Public Health and co-chair of the Vision Zero committee presented an overview of agency activities organized under Vision Zero. SFPD staff were also in attendance and SFMTA staff including Seleta Reynolds and John Knox-White presented on near term street re-design and education/awareness plans. These include delivery of 24 capital projects in 24 months; delivery of an education campaign to address pedestrian right-of-way violations; delivery of a large vehicle safety training program; implementing a “focus on the five” enforcement campaign; and other activities, including program evaluation. The SFMTA’s draft list of the 24 capital projects is available on the SFMTA web site under: [www.sfmta.com/projects-planning/projects/vision-zero](http://www.sfmta.com/projects-planning/projects/vision-zero). The next meeting of the Vision Zero Committee will be on June 12. For more information on Vision Zero, contact Ryan Greene-Roesel, [ryan@sfcta.org](mailto:ryan@sfcta.org).

**2014 Walk to Work Day A Success, 20<sup>th</sup> Anniversary of Bike to Work Day Planned for May 8:** San Francisco celebrated the second annual Walk to Work Day on Friday, April 11. The Transportation Authority was a proud sponsor of this year’s Walk to Work Day. Walk to Work Day was a wonderful success, with twice as many participants this year as last. The event grew from five hubs to 13 citywide and from 2,000 participants to 4,500. I joined nine of our Board members, Police Chief Suhr, Fire Chief Hayes-White, District Attorney Gascon, San Francisco Municipal Transportation Agency Director Ed Reiskin, and Department of Public Works Director Mohammed Nuru at the Walk SF-organized Walk to Work Day press conference at City Hall. On the heels of Walk to Work Day comes Bike to Work Day 2014. Bike to Work Day this year is on Thursday, May 8. This year’s event marks the 20<sup>th</sup> anniversary of Bike to Work Day in San Francisco.

**2014 State Transportation Improvement Program – \$12 million Advanced for Central Subway Project:** In October 2013, the Transportation Authority adopted San Francisco’s priorities for the 2014 Regional Transportation Improvement Program (RTIP), including programming of \$12 million to the San Francisco Municipal Transportation Agency’s (SFMTA’s) Central Subway project in Fiscal Year 2016/17. After this approval, we realized that the funds were needed two years earlier to meet SFMTA’s contract schedule, so we worked closely with SFMTA and the Metropolitan Transportation Commission (MTC) to lobby the California Transportation Commission (CTC) to advance the funds to Fiscal Year 2014/15. On March 20, the CTC approved the advancement of \$12 million to the project - a huge accomplishment in this climate of limited state funding availability. In the same action, however, the CTC delayed programming of \$1.91 million in funds to the Department of Public Works (DPW) for the Chinatown Broadway Phase IV project, one of San Francisco’s OBAG priorities, from Fiscal Year 2014/15 to Fiscal Year 2016/17. This would have resulted in a major delay to the project’s

construction schedule, but we worked with MTC, SFMTA, and DPW to secure a swap of the project's \$1.91 million in STIP funds with an equal amount of SFMTA's revenue bonds to avoid the delay.

**Eddy and Ellis Traffic Calming Improvement Project Overcomes Hurdle to Receive Federal Funding:** The Transportation Authority has allocated Prop K funds (\$27,550) and Prop AA funds (\$337,450) for the environmental and design phases, respectively, and approved programming of Lifeline Transportation Program (federal Surface Transportation Program (STP)) funds (\$1,175,104) for the construction phase of the subject project to San Francisco Municipal Transportation Agency (SFMTA) to implement traffic calming and pedestrian safety improvements on Eddy and Ellis Streets between Leavenworth and Cyril Magnin Streets, including one- to two-way conversions, signal upgrades, and bulbouts on selected locations. One of the requirements for federal STP funds is inclusion in the Transportation Improvement Program (TIP), a listing of all Bay Area transportation projects that are subject to a federal action or considered regionally significant for air quality analysis purposes. After submitting a request for the TIP inclusion, we received an unanticipated notification from MTC rejecting the request because any one- to two-way conversion on streets designated as one-ways in the Regional Transportation Plan is deemed regionally significant – even though this project's conversion would impact only five blocks with 13,223 vehicles per day. We proactively engaged the Metropolitan Transportation Commission and the SFMTA to demonstrate to the interagency Air Quality Conformity Task Force that this project would not cause a significant impact on regional air quality, and on March 27, the Task Force concurred with the finding and cleared the way for the project to receive the federal funding.

## LOCAL ISSUES

**California Officially Endorses NACTO Urban Street Design Guide and Urban Bikeway Design Guide:** The California Department of Transportation (Caltrans) officially endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide – a major step forward to shift the agency toward its goal to design safe facilities for all users. With this endorsement, Caltrans becomes the third State Department of Transportation to officially endorse the Guide, following Washington state and Massachusetts. As noted by SFMTA Director Ed Reiskin who is currently serving as President of NACTO, we extend our thanks and gratitude to Secretary Brian Kelly, Caltrans Director Malcom Dougherty, and Deputy Secretary Kate White for their leadership in making this happen. Following Caltrans' endorsement, all streets within California cities and towns may immediately use the NACTO guidelines, including on city streets that are part of the state highway system. Importantly, for example, this action allows SFMTA to construct protected bikeways, known as cycletracks, without securing a design exception.

**SFMTA Adopts TEP and Nears Completion of Van Ness BRT Conceptual Design Phase:** Speaking of city streets that are part of the state highway system, the Van Ness BRT project is nearing the completion of its conceptual design phase. Please see my report which is on your desks for this month's update. The SFMTA has made significant project to refine the project's design, cost estimate and schedule and is working to resolve several issues that remain as part of the review of the project by multiple agencies. We expect to bring a substantive update to the Board in May, following inter-agency meetings that are planned over the next few weeks. Meanwhile, the SFMTA Board adopted the Transit Effectiveness Project late last month, after years of planning and design. We look forward to implementation of the travel time reduction projects on the rapid network and to the performance benefits that will benefit all users of the Muni system as a result.

**Geary BRT Early Action Projects Get Boost:** My report on the Geary BRT project is also on your desks, which summarizes the progress we are making on preparing the environmental impact report/statement for

the project as well as the outreach we have conducted in the past month. We are tracking several design and cost developments on the Van Ness project and will incorporate these into the Geary project updates next month. Meanwhile, work has begun on the early action project to colorize the inner-Geary bus lanes red – we expect this to yield strong transit and safety benefits similar to other similar projects in the 3<sup>rd</sup> Street corridor. We also note that several near-term Vision Zero projects and a Prop AA project are proposed for implementation on the Geary corridor.

**Yerba Buena Island Ramps Project – Construction Underway But Nesting Birds Causing Delay:** The Yerba Buena Island (YBI) Ramps construction contract is proceeding and approximately 5% complete. Clearing, grubbing and tree removal activity is approximately 50% complete. We have successfully completed building demolition to facilitate construction of detour roads as required by the US Coast Guard License Agreement. Critical electrical line relocations are currently being performed. AT&T and Comcast utility relocations are scheduled in May 2014; upon completion detour road construction will commence. Construction contract change orders totaling approximately 3% of the available supplemental and contingency funds have been issued to account for changed field conditions. The majority of these change order costs are related to protection of birds as required by the Federal Migratory Bird Treaty Act. There are significant challenges with completion of the remaining tree removal activities associated with the migratory birds and implementation of required protective measures. The remaining tree removal work has proven highly inefficient for the contractor, and as a result, has changed the character of the activity resulting in additional tree removal and biological monitoring costs. In addition the US Coast Guard has requested additional tree trimming and removal of trees that are interfering with Vessel Traffic Service (VTS) radar and surveillance cameras coverage of navigable areas of the Bay. The Transportation Authority’s construction management team is proactively working with Caltrans, the construction contractor, and the US Coast Guard to mitigate the potential delays and cost increase. If the current bird nesting habits continue there could be a significant delay to planned critical path construction activities this summer. We are working with the contractor to mitigate delays by allowing early start in areas that were originally planned for later in the project. For more information, visit <http://www.sfcta.org/delivering-transportation-projects/yerba-buena-island-i-80-interchange-improvement-project>.

**Treasure Island Mobility Management Agency (TIMMA) – Board of Supervisors Designates SFCTA as the TIMMA:** On April 1, the San Francisco Board of Supervisors designated 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 – a toll on peak period driving and parking fees – to support enhanced transit service and bicycling. In its role as TIMMA, the Transportation Authority would operate the toll for driving, and would manage the revenues from the toll, parking fees and fines, and mandatory pre-paid transit voucher to provide the expanded transit service and bicycling options. SFMTA would manage the parking pricing program in coordination with TIMMA. For more information, visit the Study website ([www.sfcta.org/timma](http://www.sfcta.org/timma)) or contact Rachel Hiatt, Principal Planner ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

**19th Avenue Bulb-Out Project – Design Efforts Continue:** The Transportation Authority is the lead agency for the project development phase of the 19th Avenue Bulb-out Project, a plan to construct bus bulb-outs and corner bulb-outs along 19th Avenue between Junipero Serra Boulevard and Lincoln Way. This project is included in the San Francisco Municipal Transportation Agency’s (SFMTA’s) Transit Effectiveness Project and includes travel time improvements for Muni’s 28 and 28L routes. 19th Avenue

is also US 1 and falls under the California Department of Transportation's (Caltrans') jurisdiction. We have been working with Caltrans staff on the design of various project elements and will continue this effort until we gain project approval. The ongoing coordination with Caltrans has led Caltrans to revise its State Highway Operation and Protection Program (SHOPP) to include the planned repaving of 19th Avenue in Fiscal Year (FY) 2015/16 rather than FY 2017/18 in order to coordinate the repaving with the bulb-out project. In addition, Caltrans has offered to implement the construction of the City's project in conjunction with its repaving project, minimizing the overall construction impact to the corridor. Meanwhile, SFMTA has added a number of WalkFirst elements to the project scope including pedestrian refuges, continental crosswalks, and revised signal timing to accommodate the City's adopted lower walking speed.

**19th Avenue/M-Ocean View Project – Pre-Environmental Study Start-Up Activities Underway:** With your March approval actions of the feasibility study and allocation of Prop K funds to support the next phase of work, start-up activities for the 19th Avenue/M-Ocean View project Pre-Environmental Study phase have progressed. While the project lead has shifted to SFMTA, the Transportation Authority will support the effort and is serving as procuring agency for the consultant team that is being sought for the next phase of work that includes advancing project development to 5-10% design and completing a Caltrans Project Study Report. On April 4, we released a Request for Proposals for Planning and Engineering Services for the project. We hosted a pre-proposal conference on April 16. Proposals are due May 5, interviews expected on May 19-20, and we expect to bring a recommendation for contract approval to the June Transportation Authority Board meeting. Meanwhile, we continue stakeholder and policy-maker coordination and outreach. On March 27, we had a good meeting with the Ocean View, Merced, Ingleside-Neighbors in Action group. On April 1, we provided an informational update to the SFMTA Board, and on May 22, we anticipate making an informational presentation to the Planning Commission. For more information, visit [www.sfcta.org/19thave](http://www.sfcta.org/19thave) or contact Liz Brisson (415.522.4838, [liz@sfcta.org](mailto:liz@sfcta.org)).

**Geneva Harney Bus Rapid Transit – Third Community Advisory Committee Meeting This Week:** The bi-county Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study is proceeding on pace to present recommendations by February 2015. This Thursday, April 24<sup>th</sup>, the Geneva-Harney BRT Community Advisory Committee (GHCAC) will meet for the third time to review draft Existing Conditions analysis, hear an update from SFMTA on the Transit Effectiveness Project (TEP) proposals for the area, and receive an update from the Office of Community Investment and Infrastructure and on the Schlage Lock Development Project. The GHCAC's thirteen members include five appointed by the City/County Association of Governments of San Mateo County (C/CAG), and eight members appointed by the Transportation Authority. The GHCAC is recruiting for a new member to represent the Oceanview, Merced, and Ingleside neighborhoods. For more information, please visit [www.genevabrt.org](http://www.genevabrt.org) or contact Rachel Hiatt, Principal Transportation Planner ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org)).

**Quint Street Bridge Replacement and Quint-Jerrold Connector Road – Upcoming Outreach Planned to Provide Status Updates on Project Schedules:** Together with Caltrain and partner City agencies, we are presenting updates to the Bayview and Hunters Point communities beginning later this month on the status of the Caltrain project to replace the rail bridge over Quint Street with a berm and the City project to build a new local access road. A recent Caltrain inspection of the Quint Street bridge identified evidence of deterioration that requires emergency repairs, which are currently ongoing. The emergency repairs do not affect travel on Quint Street, but the bridge must be replaced as soon as possible. Caltrain is working to complete final design of the berm and is pursuing legislative vacation of Quint Street under the Caltrain tracks. Although Caltrain and City agencies had intended to begin construction of the local road before the berm, the current state of the bridge now necessitates changing the schedule to build the road immediately upon completion of the bridge. Progress on development of the local road was delayed by

negotiations with Union Pacific Railroad, which owns the proposed right-of-way, to gain access for soils testing, but those negotiations are now nearly complete. We have scheduled upcoming presentations to community groups, and will provide updates to our own Citizens Advisory Committee tomorrow night at 6 p.m. at the Transportation Authority's offices at 1455 Market Street, 22<sup>nd</sup> floor. In our update we will discuss the bridge condition, the status and schedules of the berm and road projects, the street vacation process, and our refinement of strategies to maximize local and disadvantaged hiring and contracting. For more information, visit [www.sfcta.org/quint](http://www.sfcta.org/quint) or contact Colin Dentel-Post, Transportation Planner (Colin.Dentel-Post@sfcta.org).

**Prop AA Update - Projects Start Rolling Out:** This month the Department of Public Works completed the Prop AA-funded 28<sup>th</sup> Avenue Pavement Renovation project, which included paving on 28<sup>th</sup> Avenue from Judah to Taraval Streets. Prior to the repaving, the street's pavement condition index was a paltry 56. The project also included the construction of approximately 55 ADA-compliant curb ramps and sidewalk, parking strip, and gutter repairs. Prop AA funds were leveraged against state gas tax and transit security funds. As I mentioned last month, this fall I am looking forward to the completion of more Prop AA-funded projects, including 9th Street Pavement Renovation and Pedestrian Countdown Signals. For more information on Prop AA visit [www.sfcta.org/propaa](http://www.sfcta.org/propaa) or contact Chad Rathmann, Senior Transportation Planner, at [chad.rathmann@sfcta.org](mailto:chad.rathmann@sfcta.org).

**TIGER Planning – Bay Area Core Transit Capacity Study Grant Application Submitted by Metropolitan Transportation Commission (MTC):** MTC has submitted the Bay Area Core Transit Capacity Study for consideration by the U.S. Department of Transportation for a \$2 million discretionary grant from the competitive federal Transportation Investment Generating Economic Recovery (TIGER) planning grant program. The Study would evaluate and prioritize a package of investments and policies that would expand transit capacity and connectivity to the Core (San Francisco's existing and emerging job centers Downtown, SoMa, Mid-Market, Civic Center and Mission Bay) to enable implementation of the region's integrated land use-transportation vision, Plan Bay Area, that anticipates substantial housing and job growth in San Francisco concentrated in the Core. The proposed \$3 million, 2.5-3 year study would be led by MTC in partnership with SFCTA, BART, SFMTA, and AC Transit, and leverage \$1 million in local match from partner agencies. The proposed Study was a recommendation from the recently-adopted San Francisco Transportation Plan and will set up prioritized capacity improvement projects and policies for consideration in the next Regional Transportation Plan/Sustainable Communities Strategy in 2017, as well as for potential funding through the new Federal Transit Administration's Core Capacity grant program.

**Regional Transportation Visions Take Shape with Better BART in SF Presentation and SPUR Panel on US101:** Earlier this month San Francisco BART Director Tom Radulovich and General Manager Grace Crunican presented at a Bay Area Council event on their plans to improve BART within San Francisco and the regional core. They discussed BART's "Big 3" projects which seek to shore up the capacity of the core system via new vehicles, a train control system and the upgrade of BART's Hayward Maintenance Facility. Several participants noted the importance of these and other station capacity and local access improvements to support the record numbers of riders who are using BART, as well as to support the city and region's growth plans. I am pleased to report that we will be working with BART and MTC, along with SFMTA and AC Transit, on the previously mentioned upcoming regional transit core capacity study to identify and prioritize key investments for each of these operators, both in the transbay corridor and here in San Francisco. And, our discussion of regional investments also included a vision for our freeway network this month as well. I moderated a SPUR panel on the future of Highway 101, which included speakers from Santa Clara County's Valley Transportation Authority and sustainable transportation advocacy organization TransForm as well as our own Principal

Transportation Planner Rachel Hiatt. The discussion centered on the possibility of developing High-Occupancy Vehicle (HOV) lanes and potentially even managed Express Lanes, where solo-drivers can pay a fee to use the carpool lane, between San Jose and San Francisco in the future. We hope to develop a freeway management vision and strategy through our policy work this fall.

## **MANAGEMENT AND ADMINISTRATION ISSUES**

**New Deputy Director for Planning – Introducing David Uniman:** I'm pleased to announce that David Uniman joined the Transportation Authority as our new Deputy Director for Planning last week. David comes to us from Steer Davies & Gleave's Latin America offices in Bogota, where he led several projects including the city of Bogota's bicycle sharing system design and procurement, expansion studies for its TransMilenio BRT system, and ITS policies for the Inter-American Development Bank. Prior to consulting with SDG, David led the Transportation Research & Development unit within the World Resources Institute EMBARQ office in Mexico City. While at WRI, David helped set up the Mexican Federal Government's version of FTA's New Starts Program and established the Latin American BRT Association. David studied Engineering and Operations Research at UC Berkeley and holds dual Transportation Masters degrees in planning and engineering from MIT. As David takes on his new duties, I wish to also thank Deputy Director for Technology Services Elizabeth Sall who graciously served as our Interim Deputy Director for Planning for the past six months. We are grateful for all her hard work and thank her for her service to the Transportation Authority.