



Memorandum

Date: 11.25.14 **RE:** Transportation Authority Board
November 25, 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 *Tilly Chang*

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

REGIONAL, STATE AND FEDERAL ISSUES

Cap and Trade – State releases Guidance on Disadvantaged Communities (DACs) and the Affordable Housing Sustainable Communities (AHSC) Grant Program: The California Environmental Protection Agency has released the final definition of DACs, which will receive priority in the disbursement of cap and trade funding. While we are glad that the final definition results in an improvement for San Francisco and the Bay Area, many communities that we recognize as disadvantaged still fail to be captured in the definition. Per the guidelines, San Francisco's DACs are comprised of three census tracts: one in the Tenderloin, one in SoMa, and one in Bayview-Hunter’s Point. The Strategic Growth Council (SGC) released draft guidelines for the AHSC grant program. While we appreciate the challenges faced by the SGC, which is trying to implement new legislation and to safeguard cap and trade from anticipated lawsuits, the draft guidelines are quite prescriptive and set up a particularly burdensome application process. We have been coordinating with the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), Bay Area Congestion Management Agencies, the Mayor’s Office, and San Francisco project sponsors to submit comments, generally calling for a more flexible set of guidelines that focus on outcomes (e.g. ability to reduce greenhouse gas emissions) and that allow localities to put forward the projects that would be most effective in their region. The SGC has just delayed a meeting to consider revised guidelines from December to January 20 in order to provide more time to respond to comments – a favorable sign. As the guidelines and definitions crystalize for the various cap and trade programs, we continue to collaborate with local and regional stakeholders to form a strategy for the AHSC call for projects that is anticipated in early 2015.

Caltrain Electrification – Progress in Achieving Compatibility with California High-Speed Rail: Caltrain’s upcoming decisions about the design of electric rail vehicles will fundamentally affect service in the peninsula for the foreseeable future. While the California High-Speed Rail Authority (CHSRA) has selected a vehicle design whose floor height is approximately 50”, Caltrain had earlier indicated intent to specify vehicles whose floor height is approximately 25”. The Transportation Authority has long advocated that Caltrain and CHSRA must embrace compatibility as a policy imperative in order to accommodate ridership demand and achieve a truly blended system in the peninsula corridor. Platform height is possibly the most important factor in achieving compatibility and true interoperability. Caltrain and the CHSRA have recently become very engaged in discussions on compatibility and preliminary reports indicate that they are near to a resolution on a common platform height. In December, the Plans and Programs Committee and Board will consider approval of San Francisco’s Fiscal Year 2014/15 contribution to the Caltrain Early Investment Program (EIP, which includes electrification and the advanced signal system). That action will be accompanied by an update on the EIP, including the compatibility issue.

As reported in the media, Caltrain has issued preliminary estimates of increased costs and an extended schedule for electrification. Details are still evolving and will be reported on next month.

Transbay Transit Center - Another Milestone Reached: On November 7, I had the pleasure of attending a celebration of a major milestone for the Transbay Transit Center; the installation of the first piece of above-ground steel for the building. Following four years of underground work, the event marks the beginning of the building rising from the ground to become the mayor transit hub for San Francisco. The event was attended by a number of dignitaries, who were asked to sign the beam before it was lifted into place. Speakers included CHSRA Board Chair Dan Richard, Assembly Member Nancy Skinner, Mike Theriault of the San Francisco Building and Construction Trades Council, and Transbay Joint Powers Board Executive Director Maria Ayerdi-Kaplan. More than 22,000 tons of steel will be used to construct the Transit Center, all of which to be supplied and fabricated domestically, in accordance with the project's Buy America status. The results of the vote on the Mello-Roos district, which would help to fully fund the Transbay Transit Center project, are expected to be known by the end of the calendar year.

Focus on the Future - Annual Self-Help Counties Coalition (SHCC) Conference Held in Santa Clara: Last week, I along with Amber Crabbe, Anna LaForte and Maria Lombardo from our management team, attended the SHCC's annual Focus on the Future Conference. Hosted by the Valley Transportation Authority, this year's theme appropriately emphasized linking transportation to the future of technology with sessions on big data, mobile apps, and managed lanes. We heard from the heads of the California State Transportation Agency (CalSTA), and the California Department of Transportation and from many other panelists on topics ranging from interpreting the outcomes of the November 2014 elections and what it means going forward, project delivery methods, public engagement strategies, and high-speed rail. We also coordinated our SHCC advocacy on managed lanes authority and potential actions to set up 2016 ballot measures. It was a great opportunity to exchange information with other sales tax authorities statewide and to build common points for SHCC's advocacy. One interesting take-away is the low turnout in November will mean that the requirements for placing statewide initiatives on the 2016 ballot will be quite low, which could make for a particularly crowded statewide ballot.

LOCAL ISSUES

November Election Results - Great News Locally for Transportation: San Francisco voters sent a strong, supportive message about transportation earlier this month. In passing Propositions A and B, voters made it clear they value well-funded public transit and they value a city that strives to make its streets safer for all users. The Transportation Authority joins with the San Francisco Municipal Transportation Authority (SFMTA) and other agencies in thanking the voters of San Francisco and our city leaders - particular the Mayor and the Board - for supporting much-needed investment in our city's local and regional transportation system. The voter-approved funds will enhance pedestrian safety, increase transit efficiency and support housing and job growth in a sustainable manner - and will help to further stretch Prop K local transportation sales tax dollars even farther. I look forward to continued collaboration with our Board, the Mayor, city and regional agencies and the public to develop comprehensive funding strategies to realize our shared transportation vision.

November Marks 25th Anniversary of Half-Cent Sales Tax for Transportation - Connecting our Communities for a Quarter Century: This November marks a special occasion for the Transportation Authority. It was 25 years ago this month that San Francisco voters approved Proposition B, which authorized the city's first half-cent sales tax for transportation, established the Transportation Authority to administer it. The local transportation sales tax - which was reauthorized in 2003 and renamed Proposition K - helps pay for projects large and small across San Francisco. The Transportation Authority is grateful that voters

twice have allowed the agency to be the steward of the half-cent sales tax, which has proven to be a critical resource. Every \$1 raised by the local sales tax helps attract more than \$4 in state, federal and other funds. The significant programs outlined in the Prop K Expenditure Plan are all moving forward, including a rebuilt Presidio Parkway, a Central Subway extension to Chinatown, the Transbay Transit Center, Caltrain Electrification, and a new bus rapid transit network. We look forward to the next quarter century as we work with our partner agencies to deliver even more transportation improvements for the city.

Silver SPUR Awards Honor Michael Painter, Designer of Presidio Parkway: Last week, the Transportation Authority joined with the SPUR community to recognize Michael Painter, the landscape architect of the Presidio Parkway. We congratulate Michael and also celebrate the good progress the project is making in the field. Based on the current pace, we expect the project to reach substantial completion in mid-2015.

Vision Zero – Office of Traffic Safety Enforcement Grant Received: On November 20th, Police Chief Greg Suhr announced that the department has received a \$210,000 grant for pedestrian and bicycle safety enforcement and education from the Office of Traffic Safety. This is great news as education and enforcement funds are hard to secure. The Vision Zero Steering Committee is working on development of a draft Vision Zero Two Year Action Strategy. The draft strategy was presented to the Vision Zero Task Force in early October. Agencies expect to present the draft Vision Strategy to the Transportation Authority’s Vision Zero Committee on December 11 for input, along with an update on implementation of capital projects and other efforts supporting Vision Zero. Roll-out of the “It Stops Here” media campaign continued, with media advisories occurring throughout the city and on the Bay Bridge. Lastly, earlier this month, Supervisors Yee, Kim, and several city staff traveled to New York to attend the Vision Zero for Cities Symposium. Megan Wier and Commander Ali presented on the strengths and challenges of using a data driven approach to achieve Vision Zero in San Francisco. For more information, contact Ryan Greene-Roesel, ryan@sfcta.org, 415-522-4808.

Waterfront Transportation Assessment - Community Meeting a Big Success: Last week, the integrated SFMTA-Transportation Authority team supporting the Waterfront Transportation Assessment held a meeting that “re-started” the work after a pause to re-scope the effort once the proposed Golden State Warriors arena location moved to Mission Bay. At the meeting, SFMTA gave an update on progress made moving forward on several transportation strategies that were identified through a collaborative process during phase one of the Assessment (including the “Don’t Block the Box” enforcement pilot, launch of the planning phase of the Embarcadero Enhancement Project, and launch of the Rincon Hill Transit Study). We presented transportation analysis of the major travel corridors passing through the SoMa, Mission Bay, and Central Waterfront neighborhoods and proposed mode share goals by corridor that we will use to develop draft recommendations for public discussion early next year. For more information contact Liz Brisson, liz@sfcta.org, 415.522.4838.

Freeway Corridor Management Study - Developing Our Vision: Following the appropriation of Prop K local match dollars in September 2014, we initiated Phase 1 of the San Francisco Freeway Corridor Management Study (SF FCMS). The SF FCMS, funded by a Caltrans Partnership Planning Grant, will establish a performance-based strategy for managing San Francisco’s freeway corridors, focusing primarily on US-101 and I-280. In Phase 1, we will develop SF FCMS goals and objectives and identify the potential range of freeway corridor management strategies to be analyzed in Phase 2. This month we convened a coordination group of city and regional agencies active along the US-101 and I-280 corridors to share project information and to present a draft set of goals and objectives. Relevant agencies include Caltrans (currently leading the Statewide Managed Lanes Master Plan); MTC (currently leading the Regional Managed Lanes Implementation Plan); San Mateo City and County Association of

Governments (SM C/CAG) and Transportation Authority (SMCTA), currently leading project development for HOV lanes on US-101; VTA, currently leading project development for Express Lanes on US-101, and SFMTA. We anticipate bringing the recommendations of SF FCMS Phase 1 to the Board in January. For more information on the SF FCMS, contact Rachel Hiatt, Principal Transportation Planner, at rachel.hiatt@sfcta.org or 415-522-4809.

19th Avenue/M-Ocean View Project - Stakeholder Meetings and Caltrans Process Move Forward: The Transportation Authority transitioned leadership of the 19th Avenue/M-Ocean View project to SFMTA after completion of the Feasibility Study while continuing to be involved as a partner. The project continues to move forward with planning and conceptual engineering work. Earlier this month, the project team led a bicycle stakeholder survey ride and meeting to get input on the design of a cycletrack along the west side of the street using some of the re-purposed right-of-way. The team also had its second meeting with Caltrans staff to vet the project design for fatal flaws, receiving the word there are no “high risk for approval” items being proposed. The team is targeting public outreach activities and submittal of a Draft Project Study Report-Project Development Support document to Caltrans in early spring. For more information, contact Liz Brisson, liz@sfcta.org, 415.522.4838 or visit the Study website www.sfcta.com/19thave.

Potrero Hill Neighborhood Transportation Plan - Community Design Charrettes and Site Visit to Persia Triangle: This month, Fletcher Studio arranged a site visit to Persia Triangle to see the temporary traffic calming and placemaking improvements installed in late September of this year. The project provided a tangible example of what pedestrian safety and public space improvements could be provided for the intersections within the Potrero Terrace and Annex sites identified as part of the planning effort. The following week, community health leaders and other residents participated in a design charrette to generate specific strategies for the intersections as well as a wayfinding system that followed the walking school bus routes that connect them. The final report for the plan is anticipated in February, 2015, and will include an implementation strategy for the intersection improvements. For more information, contact Michael Schwartz, Michael@sfcta.org or 415.522.4823.

Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study - Vision Zero: Community outreach for the Geneva-Harney BRT Feasibility Study is underway consisting of both traditional community workshops and more than a dozen presentations to community organizations in the study area. We have conducted workshops in English and Chinese, and notified the community about workshops through door-to-door flyering, ads in neighborhood and ethnic newspapers in Spanish and Chinese, and social media. Through presentations at events like the Bayshore School District's Community Forum, we have shared our proposals with community members across the county line. From residents and parents, we have heard clear support for improving transit in this corridor, as well as striking concerns about safety. On the San Francisco side, Geneva Avenue is a high injury corridor for pedestrians and bicyclists. On the Daly City side, the city plans to implement bike lanes that have been planned for 10 years. Our work on this early stage of the next BRT corridor in San Francisco will strive to ensure that both transit services, bicycle and pedestrian safety goals are met in this Vision Zero corridor. For more information, contact David Uniman, David@sfcta.org or 415.522.4830.

Van Ness Avenue BRT - Traffic and Parking Legislation approved unanimously by SFMTA Board: On Tuesday November 18th, the SFMTA Board unanimously approved legislation needed for Van Ness BRT. The legislation dedicates the bus-only lanes, consolidates the bus stops, adds the left turn restrictions, and reconfigures parking where necessary. The wide support for the project was evident in both public testimony and the Board members' comments. The project will reach another milestone in early December, with completion of 65% design. Construction is on track to begin in late 2015. More

information is available on SFMTA's project website at: <http://sfmta.com/projects-planning/projects/van-ness-bus-rapid-transit-project>.

TA Joins APRI Thanksgiving Holiday Celebration with PG&E: Yesterday, I joined A. Phillip Randolph Institute staff and volunteers at their annual Thanksgiving event in the Bayview and connected with community members who are working with us on our Bayview Mobility Study shuttle project as well as on our Potrero Neighborhood Transportation Plan. Many neighbors are also involved in the India Basin area planning we are supporting in coordination with several other agencies, PG&E and local developers along Evans/Cargo Way. Our hope is to ensure safe access and streetscaping for existing and emerging neighborhoods along this heavily traveled truck and local traffic route.

Prop K Neighborhood Transportation Improvement Program (NTIP) - Planning Projects Across City Ramping Up:

Earlier this fall the Transportation Authority Board approved NTIP planning guidelines that support neighborhood-scale planning efforts that identify top neighborhood transportation needs, identify and evaluate potential solutions, and recommend next steps. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. Last month, the Board allocated the first NTIP planning project grant to the Western Addition Community Based Transportation Plan (District 5). Transportation Authority and SFMTA NTIP staff have also worked with Commissioner Mar's office to develop an NTIP planning project for District 1. This effort will focus on pedestrian and bike safety improvements. After further project scope development, we anticipate bringing an allocation request for this NTIP planning effort to the Board in early 2015. We are also actively working with other Board members on potential NTIP planning grant proposals. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at 415.522.4805 or anna@sfcta.org or Craig Raphael (SFMTA) at 415.701.4276 or craig.rafael@sfmta.com.

San Francisco Transportation Plan and Plan Bay Area - 2017 Update Strategy: This month we continued to reach out to city and regional agencies to lay out a proposed approach for 2017 updates of the San Francisco Transportation Plan (SFTP) and Plan Bay Area (PBA), the Bay Area's regional transportation plan/sustainable communities strategy (RTP/SCS). Our approach has included multi-agency coordination meetings on the Freeway Corridor Management Study and Regional Transit Core Capacity Study. In December we hope to firm up a road map for joint budget and staffing of the SFTP update from all the key agencies including the Mayor's Office. For more information on the SFTP update and PBA update, contact respectively David Uniman, david@sfcta.org, 415-522-4830 and Maria Lombardo, maria@sfcta.org, 415-522-4830.

PROJECT DELIVERY

Folsom Off-Ramp Reconstruction – Construction Going Strong: The construction that began with the successful closure of the Folsom leg of the Folsom-Fremont I-80 Off-ramp is progressing well. The ramp has been demolished and the new retaining wall is being installed. There will be a minor change to traffic control on Fremont Street in December as the barrier rail is shifted so crews can begin work to widen Fremont Street.

Safety Improvements Delivered to 6th Street – Community Advocacy Makes a Difference: On November 3, I joined Mayor Lee, Commissioner Kim, SFMTA's Director Reiskin, and San Francisco Police Department (SFPD)'s officers to activate a new Prop K-funded signal at Sixth and Minna Streets and to celebrate the installation of eight new painted safety zones at several Sixth Street intersections (funded by General Fund add-back dollars from the Mayor's office and Supervisor Kim's office). Sixth Street lights up as one of the worst of the City's high-injury corridors. Neighborhood groups and voices have long been pushing for improvements to calm the streets and improve safety for everyone, particularly pedestrian

crossing the busy streets. We anticipate the 8th Street mid-block crossing prioritized by the community in the W. SoMA transportation plan to be signalized in 2015/2016.

Prop AA Funds Improve Pedestrian Safety - 9 Intersections Equipped with Countdown Signals: Using Prop AA funds, the SFMTA completed installation of pedestrian countdown signals at nine intersections throughout the city, five of which are located on WalkFirst high-injury corridors. The project included construction of new curb ramps, new signal poles, and larger signal heads to improve visibility. The intersections were also retimed to include all-red intervals to allow for pedestrian only phases. A map of the nine intersections is attached. For more information on this and other Transportation Authority-funded projects, visit www.MyStreetSF.com.

Prop K Funds Glen Park Community Plan Transportation Improvements - Construction to Begin This Month: In November, the SFMTA will begin construction of transportation improvements identified in the Glen Park Community Plan to improve pedestrian safety and transit access near the Glen Park BART station. Using Prop K to match federal funds, the SFMTA will construct pedestrian and traffic calming improvements at the Diamond and Bosworth intersection. Specific pedestrian and transit access improvements include adding pedestrian bulb-outs to reduce the length of crosswalks, providing landscaping, and widening the sidewalk and adding a transit shelter at an existing bus stop. The project will also include repaving of the intersection, restriping the intersection, adding signalized left-turn pockets to Diamond Street, upgrading traffic signals, and adding street lighting. The SFMTA anticipates that construction will be completed early next year. For more information on this and other Transportation Authority-funded projects, visit www.MyStreetSF.com.

MANAGEMENT AND ADMINISTRATION ISSUES

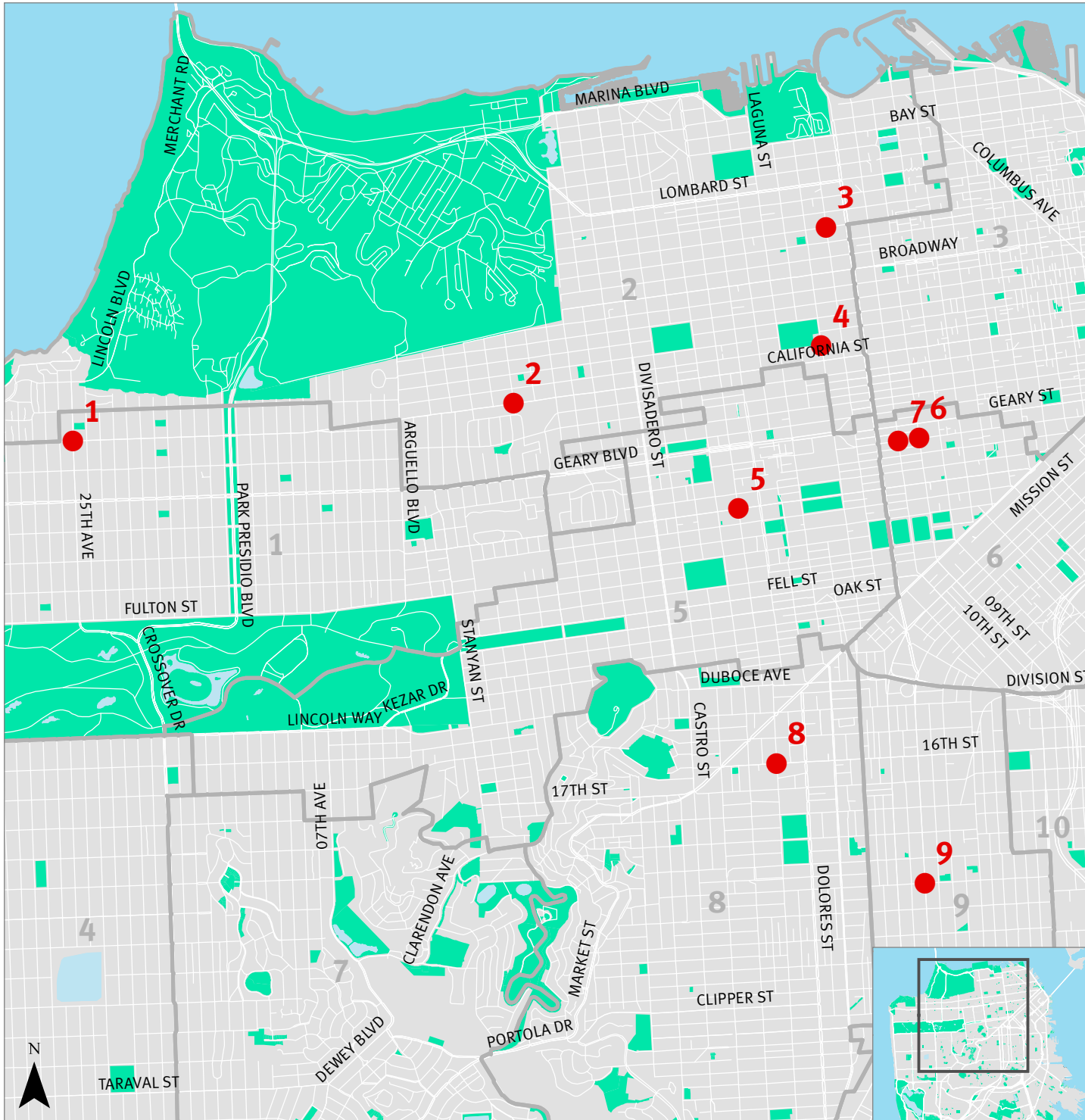
Planning, Programming, and Monitoring (PPM) Program - Clean Audit Released: The Transportation Authority received \$491,000 in State PPM grant funds for the development, oversight and coordination of project study reports (PSR) and PSR equivalents, long-range planning for future State Transportation Improvement Program (STIP) needs and project programming, amendment review/processing, project oversight and expediting STIP project delivery. We use these funds for project development and oversight of projects such as Caltrain Electrification, Central Subway, the Transbay Transit Center, as well as helping project sponsors with delivery of OneBayArea grant projects funded with STIP grants. The audit, conducted by Macias, Gini & O'Connell, LLP covered the period between July 1, 2013 and June 30, 2014, and reported the Transportation Authority spent grant funds appropriately and complied with the funding agreement requirements. Congratulations to the Finance and Administration Division for yet another clean audit.

Attachment: Map of Prop AA Funded Pedestrian Countdown Signals

Prop AA SFMTA Pedestrian Countdown Signals Project

Pedestrian Countdown Signal locations are as follows:

1. 25th Avenue and California Street (District 1)
2. California and Laurel Streets (District 2)
3. Franklin and Union Streets (District 2)
4. Gough and Sacramento Streets (District 2)
5. Fillmore and Turk Streets (District 5)
6. O'Farrell and Larkin Streets (District 6)
7. O'Farrell and Polk Streets (District 6)
8. 16th and Church Streets (District 8)
9. 21st Street and South Van Ness Avenue (District 9)



- Pedestrian Countdown Signal Locations
- Supervisory Districts

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org

0 0.25 0.5 1 Mi.