



# Memorandum

**Date:** 07.28.15 **RE:** Transportation Authority Board  
July 28, 2015

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

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

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Americans with Disabilities Act (ADA) – 25<sup>th</sup> Anniversary of Landmark Federal Legislation:** On July 1 we joined with community members, disability rights advocates, and other San Francisco public agencies at City Hall to mark the 25<sup>th</sup> anniversary of the ADA. Among other things, this wide-ranging civil rights law requires accessibility for everyone, regardless of their physical ability, which has had a beneficial impact on the transportation field. We celebrate the first 25 years of this important legislation and will work with the rest of the city family to make sure that its positive impact continues in the future.

**Federal Surface Transportation Bill Expiring – Congress Must Act on a Long-Term Solution:** I continue to hope that Congress will do the right thing and authorize a long-term surface transportation bill as soon as possible. The current short-term extension expires on July 31, and there is still no certainty what will happen by the end of the week. The Senate is considering the Developing Roadway Infrastructure for a Vibrant Economy (DRIVE) Act which would authorize six years of contract authority but with identified funding for only the first three years, and primarily through controversial “pay-fors”. The House has approved a five-month extension to December 18, 2015, to essentially buy time to figure out a long-term bill. As I noted in the *Chronicle* op-ed I authored with SFMTA Director of Transportation Ed Reiskin now is the time to make the tough decisions about how to keep the Highway Trust Fund solvent and adequately funded to support the nation’s transportation infrastructure.

**2016 State Transportation Improvement Program (STIP) – No New Programming Capacity for Locals:** The STIP used to be a significant, although highly erratic source of state funds for state highways, local streets and roads, transit rehabilitation and expansion projects, and pedestrian and bicycle projects. In recent cycles, the biennial STIP programming cycles have involved drastically reduced funding. The 2014 STIP produced \$1.26 billion statewide and the draft Fund Estimate for the 2016 STIP is even worse at \$46 million. This is due primarily to reduced revenues from fuel taxes, but also to the lack of (an adequately funded) multi-year federal transportation bill. The state has said that given the rock bottom revenue forecast, no new projects may be programmed this cycle. We are working with the Metropolitan Transportation Commission (MTC) and San Francisco funding partners to demonstrate the impact of the significant reduction in STIP funding on San Francisco’s STIP priorities (adopted by the Transportation Authority Board), which include projects like the Central Subway, Caltrain Electrification and the Downtown Extension. We are also working with SFMTA and MTC on some reprogramming of former Transportation Enhancement funds, which had originally been programmed to San Francisco Public Works’ Chinatown Broadway IV project, but were swapped with the SFMTA’s revenue bonds to

keep the former project on schedule. SFMTA wishes to backfill its TE programming with the Lombard Street US-101 Corridor Improvement project.

**SFMTA Receives \$41 Million in State Cap and Trade Funds – More Light Rail Vehicles Coming to SF:** I'd like to congratulate SFMTA on receiving \$41 million in cap and trade funds from the California State Transportation Agency (CalSTA) to help expand Muni's light rail fleet by a total of 64 trains. These funds are from the Transit and Intercity Rail Program, which is a highly competitive statewide grant program. CalSTA received 31 applications totaling \$433 million in requests against the \$225 million in funds available. The Transportation Authority joined the SFMTA and the Metropolitan Transportation Commission in advocating at the state level to bring these funds to San Francisco's light rail vehicle expansion project given the strong link to greenhouse gas reductions and direct, meaningful benefits to disadvantaged communities. I am looking forward to seeing these vehicles on the rails!

**Bay Area Rapid Transit (BART) Transbay Closures – BART to Make Critical Track Repairs:** BART will not offer service between San Francisco and the East Bay on August 1-2 and September 5-7 while the agency repairs a critical section of track near the Transbay Tube. BART will offer bus service between 19<sup>th</sup> Street in Oakland and the Temporary Transbay Terminal in San Francisco, but those are intended only for those who have no other options. During the shutdowns, customers are encouraged to use other public transit for transbay options such as ferries and AC Transit service. San Francisco Bay Ferry will have additional service on its Alameda/Oakland/San Francisco and Vallejo/San Francisco routes during the BART closures. AC Transit also has its transbay service. Riders can visit BART.gov for more information. BART will also host an online town hall on July 28, 2015 from noon to 1 p.m.

## LOCAL ISSUES

**Geary Bus Rapid Transit (BRT) Project – Focused Outreach, Next-Phase Project Development:** While the team has continued to prepare the project's Administrative Draft Environmental Impact Report/Statement for public release, we have also met with community stakeholders about two aspects of the proposed design – pedestrian crossing modifications in the Japantown area, and the center-to-side bus lane transition zone and left turn removal at Palm Avenue. In addition, this month the Transportation Authority Board agenda includes approval of two Prop K allocations to SFMTA to begin the next phase of engineering design for both near-term and core BRT improvements.

**Neighborhood Transportation Improvement Program – Outreach Planned in Districts 2 and 5:** Over the next few weeks, SFMTA will be conducting public outreach for the District 2 Lombard Street Corridor NTIP capital project and the District 5 Western Addition Community-Based Transportation Plan NTIP planning project. The District 2 Lombard Street open house will be held on Tuesday, August 18 from 6-7:30 pm at Galileo High School at 1150 Francisco Street. At SFMTA's request, we will be helping to staff the District 5 project outreach, which will take place at the Community Health Fair and Family Day on Saturday, August 8<sup>th</sup> from 10 a.m. to 1 p.m. at the Ella Hill Hutch Community Center. We have also been working with Commissioner Christensen and SFMTA to develop a District 3 NTIP planning project for a Kearny Street circulation study which we anticipate presenting to the Board for approval in September. Throughout Fiscal Year 2015/16, we will continue to work closely with SFMTA and the Commissioners to identify and advance NTIP capital projects throughout the city and to develop the remaining NTIP planning efforts. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at [anna@sfcta.org](mailto:anna@sfcta.org) or 415.522.4805 or Craig Raphael (SFMTA) at 415.579.9740 or [craig.raaphael@sfmta.com](mailto:craig.raaphael@sfmta.com). More information on NTIP projects, as well as other Transportation Authority-funded projects, can be found at [www.MyStreetSF.com](http://www.MyStreetSF.com).

**Prop AA Vehicle Registration – Year End Update on Programming and Projects:** In December 2012, the Board approved the first Prop AA Strategic Plan, which included \$26.4 million in programming for 19 projects

over the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). Through Fiscal Year (FY) 2014/15, we have allocated a total of \$21.5 million to 17 projects. The attached Prop AA fact sheet (Attachment 1) provides a status report on all currently funded projects while Attachment 2 shows the status of funds programmed but unallocated in FY 2014/15, and a forecast of planned FY 2015/16 allocations. Consistent with Prop AA's mandate to quickly deliver projects to the public, I'm very pleased to report that 8 projects are now open for use, with another 8 projects scheduled to be completed in 2016. We plan to release a call for projects this fall to reprogram approximately \$1.1 million in Prop AA funds available from cost savings on SFMTA's Franklin Street Pedestrian Signals project and BART's 24<sup>th</sup> Mission Street Station Plaza project. For more information on Prop AA, please visit [www.sfcta.org/propaa](http://www.sfcta.org/propaa).

## **PROJECT DELIVERY**

**Presidio Parkway Open for Use – Work Continues to Remove Temporary Bypass, Finish Landscaping:** The new, state-of-the-art Presidio Parkway opened for the first time to drivers on July 12, marking a major milestone for a project that has converted an aging roadway into a graceful and seismically safe gateway to the city. The Transportation Authority's involvement with Presidio Parkway includes leading the environmental phase, providing half-cent sales tax funding and serving as co-lead on the delivery of the construction work. Speakers at the ribbon cutting ceremony on July 13 underscored that partnership and creativity were hallmarks of the project. While the new facility is fully opening to vehicles, work continues to remove the temporary bypass, finish landscaping and fully complete Phase 2 of the project.

**Folsom Off-Ramp Open for Use – Supporting the Transbay Redevelopment District:** On July 21, the Folsom Street Off-Ramp Project reached a major milestone, quietly opening the newly realigned Folsom leg of the Folsom-Fremont I-80 Off-ramp and activating the new traffic signal on Fremont Street at the base of the ramp. The new traffic signal provides protected pedestrian crossing of the ramp on the west side of Fremont Street. Led by Project Manager and Senior Engineer Liz Rutman, we reconstructed the Folsom Street ramp on behalf of the Office of Community Investment and Infrastructure, the Successor Agency to the Redevelopment Agency (OCII). The completed project has improved pedestrian access and safety at the base of the ramp and increased the developable area of the Folsom/Fremont parcel within the Transbay Redevelopment Project Area. For more information, visit <http://www.sfcta.org/folsom-street-offramp-realignment-project>.

**Yerba Buena Island Ramps – Project Progressing Smoothly, On Schedule:** The YBI Ramps construction project continues its satisfactory progress and is approximately 65% complete with substantial completion of all concrete foundation, column, and abutment work targeted for late August 2015 which is a significant milestone for the project. Bridge falsework erection is approximately 65% complete with substantial completion scheduled for September 2015. Bridge deck concrete pours are approximately 25%. It is anticipated all bridge concrete deck pours and post-tensioning work will be completed by early 2016. The project is on schedule for completion and ribbon cutting in August 2016.

**Hunters View Hope SF Site Visit – Prop AA Supports Roadway and Transit Improvements:** In late June I joined staff from the Mayor's Office of Housing and Community Development and the Hunters View site developer for a tour of the redeveloped blocks of Hunters View Phase I and some of the transportation improvements funded with Prop AA funds in Phase II, which is still under construction. Hunters View is a 22-acre site that is the first public housing project to be revitalized under San Francisco's HOPE SF program. The new Hunters View includes complete site redevelopment with a new street grid, new infrastructure, and up to 800 units of mixed income housing. As a part of Phase II of the overall project, Prop AA funds will be used to build roadway and transit improvements along Middle Point Road, to create a pedestrian connection that will open into the adjacent Malcolm X Academy Elementary School and the Community Youth Park, and to upgrade the existing unmaintained footpath, increasing access

and security. We look forward to watching these improvements continue to take shape, ultimately resulting in a new, connected neighborhood in the southeast area of the city. The first residents are anticipated to move into Phase II in fall 2016. More information can be found at [huntersview.info](http://huntersview.info).

**Civic Center/UN Plaza BART Station – Prop AA/Prop K-funded Bike Station Set to Open:** Crews are putting the finishing touches on a new bike station at the Civic Center BART Station. The project adds 185 new bike parking spaces, bringing the station’s total capacity to 248 spaces. Funded with Prop K half-cent sales tax, Prop AA vehicle registration fee and the MTC’s Lifeline Transportation Program, the project includes a new bike station outside of the paid area on the concourse level, which is accessible to both BART and Muni riders. The bike station will feature a self-service controlled access section, an open access parking section, and a self-serve fix-it station. The bike station is in the northeast corner of the station nearest to the 7<sup>th</sup> Street entrance. BART has also increased the number of bike parking spaces inside the paid area of the station. BART anticipates opening the new facility for public use this week, with an official grand opening celebration in mid- to late August. For more information on this and other Transportation Authority-funded projects, visit [www.MyStreetSF.com](http://www.MyStreetSF.com).

**Van Ness BRT: Contract awarded for innovative Construction Manager-General Contractor (CMGC) Delivery Method:** On July 7, the SFMTA Board awarded the pre-construction services portion of the Van Ness BRT project to Walsh Construction. Using the innovative CMGC project delivery method, a contractor is selected and brought on board earlier in the design process, and can bring creative ideas for construction sequencing and traffic management to the table. We attended the kick-off sessions last week to welcome Walsh to the team. Van Ness BRT is a transformative project, but it will be complex to build while keeping traffic flowing, businesses open, and residents happy. We look forward to supporting SFMTA, Walsh and all the agency partners to get this project done quickly and cost-effectively.

## **MANAGEMENT AND ADMINISTRATION ISSUES**

**Project Delivery Management – Joint Training with SFMTA Completed:** On July 7 and 8, we had the fourth and final project delivery management training session with SFMTA and Transportation Authority staff. Working with instructors from PSMJ Resources, Inc., 129 SFMTA staff and 21 Transportation Authority staff, for a total of 150, participated in project management “bootcamp” training courses. The curriculum covered the fundamentals of project management from project initiation through the construction phase. Other benefits of the joint trainings were learning the same vocabulary and terminology to facilitate communications and helping to build relationships between the two agencies. These built on recommendations from the San Francisco Transportation Plan and were welcomed training opportunities for both agencies. A special thanks to Eric Cordoba from Cordoba/Zurinaga Joint Venture for coordinating this effort and for Cynthia Fong for negotiating the sessions to accommodate both agencies.

**Welcome aboard Eric Cordoba – New Deputy Director for Capital Projects:** I am pleased to announce that Eric Cordoba will join the Transportation Authority as our Deputy Director for Capital Projects on August 31, 2015. Eric is a San Francisco native with over 31 years of transportation project management experience, including previous posts with Caltrans and knowledge of the Caltrans processes that will benefit delivery of San Francisco projects. He has provided program and project management services to six transportation authorities, including our agency, during his career and currently consults as the project manager for the I-80/Yerba Buena Island Interchange Improvement and Yerba Buena Island Bridge Structures projects.

**August Board Recess – July 29 – August 31:** As a reminder, given the Board of Supervisor’s recess, the next meeting of the Transportation Authority Board will take place on Tuesday, September 22, 2015 at 11:00 a.m. I wish you and your staffs relaxing breaks and look forward to seeing you in September.

Attachments (2):

1. Prop AA Vehicle Registration Fee Fact Sheet
2. Prop AA Vehicle Registration Fee Strategic Plan Status Update



# Proposition AA Additional Vehicle Registration Fee for Transportation Improvements

## The Proposition AA Expenditure Plan: Guiding Principles

In 2010, the Transportation Authority worked with numerous stakeholders to develop an Expenditure Plan to articulate how revenues would be used. It was developed with the following guiding principles:

- Provide a documentable benefit or relationship to those paying the fee
- Limit the Expenditure Plan to a few programmatic categories, given the relatively small revenue stream
- Focus on small, high-impact projects that will provide tangible benefits in the short-term
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods
- Ensure accountability and transparency in programming and delivery

## Contact Us for More Information

Phone: 415.522.4800  
 Email: [propAA@sfcta.org](mailto:propAA@sfcta.org)  
 Web page: [www.sfcta.org/PropAA](http://www.sfcta.org/PropAA)



Scan for project web page



San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city.



State legislation adopted in 2009 enabled Congestion Management Agencies to establish up to a \$10 countywide vehicle registration fee to fund transportation projects or programs having a relationship or benefit to the people paying the fee. Prop AA designated the Transportation Authority as the administrator of Prop AA and approved a 30-year Expenditure Plan specifying the use of the revenues (see chart below). Revenue collection began in May 2011.



The Prop AA Vehicle Registration Fee is a key part of an overall strategy to develop a balanced, well thought-out program to improve transportation for San Francisco residents, and generates nearly \$5 million per year.

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## What does Prop AA fund?

The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

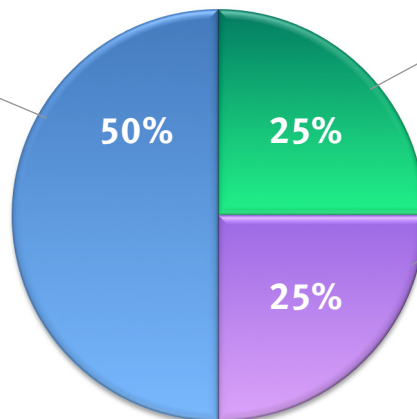
### STREET REPAIR AND RECONSTRUCTION

Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



### PEDESTRIAN SAFETY

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulbouts
- Pedestrian lighting, signals, and median islands

### TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS

- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

## What specific projects does Prop AA fund?

The table below provides a listing of allocated projects to date. For a full listing of approved Prop AA projects, with project detail and corresponding funding levels, visit [www.sfcta.org/proposition-aa-strategic plan](http://www.sfcta.org/proposition-aa-strategic-plan). To view the locations and for additional information on Prop AA-funded projects, visit the Transportation Authority's online interactive project map, MyStreetSF, at [www.sfcta.org/mystreetsf-map](http://www.sfcta.org/mystreetsf-map).

### Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
<b>STREET REPAIR AND RECONSTRUCTION</b>					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,174,260	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$7,102,487	Design completed spring 2015. Construction to begin fall 2015. Anticipated open for use date of summer 2016.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,845,641	Design completed spring 2015. Construction to begin late summer 2015. Anticipated open for use date of summer 2016.
McAllister St Pavement Renovation	Construction	Public Works	\$2,210,000	\$2,763,663	Open for Use
Dolores St Pavement Renovation	Construction	Public Works	\$2,210,000	\$2,867,863	Construction funds allocated in July 2014 with construction starting spring 2015. Anticipated open for use in spring 2016.
		<b>Subtotal</b>	<b>\$10,988,739</b>	<b>\$24,730,364</b>	
<b>PEDESTRIAN SAFETY</b>					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,120,769	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Design completed winter 2015. Construction is part of a larger signal contract. Anticipated open for use by spring 2016.
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design to be completed late summer 2015 with construction starting in early 2016 and open for use by fall 2016.
Franklin St Pedestrian Signals	Design, Construction	SFMTA	\$1,461,480	\$5,485,080	Design completed in early 2015. Construction to begin in late summer 2015 with all signals being operational by fall 2016.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,683,000	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,845,206	\$2,485,345	Open for Use
Webster Street Pedestrian Signals	Design	SFMTA	\$260,000	\$260,000	Design anticipated to be completed in early 2016, followed by construction, with signals operable by summer 2017
		<b>Subtotal</b>	<b>\$6,302,136</b>	<b>\$13,372,417</b>	
<b>TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS</b>					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use: Late July 2015
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Design completed spring 2015. Construction to begin late summer 2015. Anticipated open for use date of spring 2016.
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$717,811	\$3,716,014	Open for Use
Hunters View Transit Connection	Construction	MOHCD	\$1,844,944	\$1,844,944	Construction funds allocated in March 2014. Sidewalks and curb ramps nearing completion in summer 2015 with transit and pedestrian accessibility improvements to be open for use in fall/winter 2016.
		<b>Subtotal</b>	<b>\$3,743,755</b>	<b>\$7,466,958</b>	
		<b>TOTAL</b>	<b>\$21,035,630</b>	<b>\$45,569,739</b>	

\* Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Mayor's Office of Housing and Community Development (MOHCD); San Francisco Municipal Transportation Agency (SFMTA); University of California Hastings College of the Law (UC Hastings).

**Prop AA Vehicle Registration Fee Strategic Plan  
Status Update - July 2015**

**Fiscal Year 2014/15 Unallocated Projects**

District	Project Name	Phase	Sponsor	FY 2014/15 Programming	Total Cost of Phase	Status
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**Transit Reliability and Mobility Improvements**

TBD	Rapid Network Placeholder	Design, Construction	SFMTA	\$ 287,000	TBD	SFMTA anticipates requesting funds in FY 2015/16 and is currently working to prioritize Muni Forward projects for these funds.
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<b>Total</b>				<b>\$ 287,000</b>	<b>TBD</b>	
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**Fiscal Year 2015/16 Programmed Projects**

District	Project Name	Phase	Sponsor	FY 2015/16 Programming	Total Cost of Phase	Status
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**Pedestrian Safety**

5	Webster Street Pedestrian Signals	Construction	SFMTA	\$ 104,794	\$ 1,140,000	SFMTA anticipates requesting construction phase funding in spring 2016 after completion of design. Construction could begin as soon as summer 2016. The signals could be open for use by summer 2017. Project is being coordinated with SFPW paving project.
2,5	Gough Street Pedestrian Signals	Design, Construction	SFMTA	\$ 337,000	\$ 1,650,000	SFMTA anticipates requesting up to \$200,000 in design funds in early fall 2015. The remainder of the Prop AA funds programmed to Gough Street signals would be used for construction, which would begin in Fiscal Year 2016/17.

<b>Subtotal</b>				<b>\$ 441,794</b>	<b>\$ 2,790,000</b>	
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**Transit Reliability and Mobility Improvements**

TBD	Rapid Network Placeholder	Design, Construction	SFMTA	\$ 965,000	TBD	SFMTA anticipates requesting funds in FY 2015/16 and is currently working to prioritize Muni Forward projects for these funds.
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<b>Subtotal</b>				<b>\$ 965,000</b>	<b>TBD</b>	
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<b>Total</b>				<b>\$ 1,406,794</b>	<b>TBD</b>	
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