



Memorandum

Date: 09.22.15

RE: Transportation Authority Board
September 22, 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 

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

REGIONAL, STATE AND FEDERAL ISSUES

State Legislation – Mixed News on the Transportation Front: As the regular legislative session drew to a close, the Legislature approved Assembly Bill 194 (Frazier) which, if signed by Governor Brown, would authorize Caltrans and regional transportation agencies (the Metropolitan Transportation Commission (MTC) for the Bay Area) to implement High Occupancy Toll (HOT) lanes in consultation with local transportation agencies. We have been working through the Self-Help Counties Coalition to support this measure and are pleased to see it move forward because of its link to our ongoing freeway management planning work. On a less positive note, the ambitious transportation revenue proposals that have been the subject of a special session for transportation since June were unsuccessful in securing the two-thirds vote of the Legislature needed to move forward. However the special session has been extended and will hopefully result in a more modest proposal that could win enough support on both sides of the aisle. We will continue to advocate for transit to receive its fair share of any revenue proposal.

Assembly Bill (AB) 1287 Transit Only Lane Enforcement Awaiting Governor's Signature: AB 1287 (Chiu) passed the Assembly and on September 17 was presented to Governor Brown for signature. The bill would authorize San Francisco to install forward-facing cameras to record parking violations to vehicles double-parked in bus stops. The bill would make permanent the current pilot program that is due to expire at the end of this year which has helped speed up Muni bus trips and made our streets safer.

2015 Active Transportation Program (ATP) – San Francisco Applications Unsuccessful in Statewide Program: The California Transportation Commission has released staff recommendations for the 2015 Statewide ATP and unfortunately none of the nine applications submitted by San Francisco agencies were recommended for funding. There were 617 applications requesting over \$1 billion in funds. While 86 projects totaling \$180 million will receive funding, the Bay Area as a whole underperformed, receiving only 11.3% of statewide funding, versus our 19.4% share of California's population. The ATP is intended to benefit disadvantaged communities, but the definitions of "disadvantaged" that the State uses don't capture many of the areas of highest need here in San Francisco or the region because they focus on poor air quality and because comparatively high wages across Bay Area Census tracts can mask economic hardship. MTC will release its staff recommended project list for the \$30 million Regional ATP in early October, so we will endeavor to apply lessons learned from the State process to maximize our success with the regional round.

California High-Speed Rail (HSR) – Environmental Work Starts Up, Workshop Held in San Francisco: On August 5, the California High-Speed Rail Authority (CHSRA) issued a Request for Qualifications for a \$36 million contract to perform preliminary engineering and environmental work for the San Francisco-to-San Jose and the San Jose-to-Merced segments of the HSR program. In addition to guideway and systems, the scope includes passing tracks; stations in San Francisco (at 4th and King), Millbrae, and San Jose; maintenance and storage facilities; grade separations; and other aspects to support the blended system. Award of the contract is anticipated for November 2015. With a goal of delivering service as early as possible, the CHSRA has aggressively targeted the Record of Decision for December 2017. On September 1, we had our first of many interagency coordination meetings with HSR to discuss our involvement and cooperation in this effort. With an open house held in San Francisco on September 8, the CHSRA started a series of community meetings to inform the public about the project and to seek input.

Transbay Transit Center and Caltrain Downtown Extension (DTX): MTC Cost Review Underway; Funding Partners Collaborating on Funding/Financing: At its July 22 meeting, MTC directed staff to work with the Transportation Authority and the City to perform a project cost and risk review for both Phase 1 (Transbay Transit Center) and Phase 2 (DTX), and report back to the Commission in ninety days. At its July 28 meeting, the Transportation Authority Board approved some conditions as part of a right-of-way action requested by the Transbay Joint Powers Authority (TJPA), reinforcing the need for the aforementioned parties to participate in the MTC cost review and to jointly work together on a solution to close an estimated \$246 million funding gap in Phase 1. At its September 9 Programming and Allocations Committee meeting (chaired by Supervisor Wiener), MTC released preliminary findings for the Phase 1 cost review including several strategies for cost containment and a recommendation to increase the budget by another \$48 - \$250 million above the estimated \$247 million increase proposed by TJPA staff in order to increase the likelihood of completing the project on budget. All parties continue to collaborate on a cost and funding/financing solution to enable timely completion of Phase 1 and are working to complete the Phase 2 cost review within the 90 day deadline.

BART Labor Day Weekend Closure a Success – Record Amounts of Key Maintenance Done, Transit Partners Provided Key Transbay Connections: Over the Labor Day weekend, BART finished the second of two weekend closures that were necessary for critical maintenance work. During the shutdown, BART stopped all train service between San Francisco and the East Bay so crews could replace 5 miles of track. Congratulations to BART for finishing its project on time – and congratulations are in order as well for Caltrans, MTC, the Alameda-Contra Costa Transit District, the Water Emergency Transportation Authority, MUNI, SamTrans and the Golden Gate Bridge, Highway, and Transportation District for supporting the weekend closure with vital service.

LOCAL ISSUES

Geary Corridor Bus Rapid Transit (BRT) Project – Public Release of Environmental Document Anticipated Early Next Month: I am pleased to announce that the Geary BRT project is reaching a major development milestone – the public release of the Environmental Impact Statement/Report (EIS/R), which will begin a 45-day public review period. This milestone is an exciting culmination of years of collaboration among the Transportation Authority, SFMTA, other agencies and the community, getting us one step closer to completing the environmental process. Our target release date is October 2, and we have scheduled a public comment meeting for November 5 at St. Mary's Cathedral, 1111 Gough Street. More details are available in the Geary BRT Board Progress Report for September 2015, distributed separately at this month's Board meeting.

2016 Revenue Measure Voter Opinion Poll on Potential Local/Regional Transportation Revenue Measures - Firm Selected, Survey Anticipated in Early October: Per Chair Wiener's request at the July Transportation Authority Board meeting, we have conducted an informal request for proposals last month and contracted with Fairbank, Maslin, Maullin, Metz & Associates (FM3) and anticipated conducting a telephone survey of likely November 2016 San Francisco voters in early October and providing at least top line results at the October 27 Board meeting.

Coordinated San Francisco Long-Range Planning Effort - Scoping Underway; San Francisco Transportation Plan a Key Deliverable: We are collaborating with the Planning Department, SFMTA, and the Mayor's Office on scoping and funding a long range planning effort that will develop a shared long-term vision for the city and generate a comprehensive list of prioritized transportation improvements, including potential transit expansion projects. The project list will be shaped by a comprehensive policy framework, and prioritization will be informed by revenue projections and a new revenue advocacy strategy. The effort will kick off in the winter of 2015/16, and will be accompanied by a robust public involvement process. One of the primary deliverables will be a major update to the SFIP that is timed for adoption in 2018 or 2019 to inform the next PBA cycle four years from now as well as potential revenue measures and significant land use decisions in intervening years. Prior to this we will present a minor update to the SFIP with adoption in 2016 to correspond with approval of the PBA 2040 preferred alternative. I am looking forward to talking to Chair Wiener to see how we might address his call for a subway master plan with this effort.

Vision Zero - 17 out of 24 Projects Completed: The Transportation Authority's Vision Zero Committee met on September 10 to hear about progress towards the city's Vision Zero goal. The SFMTA reported that 17 of 24 near-term Vision Zero engineering projects have been completed, and about 20 miles of treatments will have been implemented this year, above the annual goal of 13 miles. The Department of Public Health shared its evaluation of the "It Stops Here" safety campaign, which involved targeted enforcement and education to encourage driver yielding to pedestrians at intersections. The evaluation found that yielding increased at target intersections by about 4 percent and declined at control intersections. A similar campaign, focused on reducing speeding, is getting underway. The San Francisco Police Department reported that fatalities were down 20 percent year-to-date compared to 2014 but injury collisions have increased. For more information, contact Ryan Greene-Roesel at ryan@sfcta.org or 415-522-4808.

Neighborhood Transportation Improvement Program (NTIP) - Outreach Planned in District 2; New NTIP Proposals in Districts 7 and 11: On Tuesday, September 29, SFMTA will be conducting public outreach for the District 2 Lombard Street Corridor NTIP capital project at 6 p.m. at a location to be determined. This summer we completed data collection on the Crooked Block of Lombard Street in support of the District 2 NTIP planning project, with outreach to come this fall. We have also been working with Commissioner Christensen and SFMTA to develop the District 3 NTIP planning project, the Kearny Street Multimodal Implementation Plan, which is on today's agenda for approval. We have been working with Commissioner Yee and Planning Department staff to develop a proposal for an NTIP planning effort focused on a Balboa Area Transportation Demand Study, in addition to working with Commissioner Avalos and SFMTA staff on a potential NTIP capital effort focused on calming traffic in the Excelsior. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at anna@sfcta.org or 415-522-4805 or Craig Raphael (SFMTA) at 415-579-9740 or craig.raaphael@sfmta.com. More information on NTIP projects can be found at www.MyStreetSF.com.

Transportation Sustainability Program (TSP) - New Fee Ordinance Unanimously Recommended for Approval by Planning Commission: The TSP is a joint effort between the San Francisco Planning Department, the Transportation Authority, the Office of Economic and Workforce Development, and SFMTA. The

program takes a comprehensive approach to new development's role in supporting the transportation needs of San Francisco. On July 21, 2015, an ordinance proposing the Transportation Sustainability Fee (one of three parts of the program) was introduced at the Board of Supervisors (BOS). On September 10, the Planning Commission voted 7-0 to recommend adoption of the new ordinance, along with consideration of amendments that would decrease the amount of the exemption for projects that submitted applications after July 1, 2014, increase the fee amounts where feasible, and change which non-profit organizations qualify for the charitable exemption. The BOS' Land Use Committee is scheduled to consider the item at its September 28 meeting and a first reading is anticipated at the October 6 meeting of the BOS. For more information, please contact Michael Schwartz (Transportation Authority) at michael.schwartz@sfcta.org or 415-522-4823 or Alicia John-Baptiste (SFMTA) at Alicia.John-Baptiste@sfmta.com or 415-701-4644.

Transportation Demand Management (TDM) Partnership Project – Wrap-Up and Directors Coordination: This past month, the San Francisco Planning Department convened the Directors of the Transportation Authority, SFMTA, and the San Francisco Department of the Environment to hear staff reports on the TDM activities outlined in the Inter-Agency TDM Strategy. We partnered with these agencies to develop the Strategy as a keystone of the TDM Partnership Project, funded by an MTC Climate Initiatives grant award to the Transportation Authority. We reported on the completion of the TDM Partnership Project, which we expect to take before the Transportation Authority Board in October, and on our other TDM responsibilities such as the Treasure Island Mobility Management Program, the Freeway Corridor Management Study, and the BART Incentives Pilot. The staff team will develop an ongoing TDM workplan coordination framework under supervision of the agency directors. For more information, please contact Ryan Greene-Roesel, ryan@sfcta.org, 415-522-4808.

Treasure Island Mobility Management Program – Follow-up Outreach Planned for Fall: The Treasure Island Mobility Management Program team worked this month to respond to outreach feedback from July and August. We are analyzing refinements to the proposed buildout year congestion toll policies. In parallel, we have initiated conceptual systems engineering. We anticipate resuming outreach, including another meeting of the TIMMA Committee, this fall. For more information, please contact Rachel Hiatt at rachel.hiatt@sfcta.org, 415-522-4809, or visit www.timma.org.

PROJECT DELIVERY

Muni Launches New E Line Service – Prop K Sales Tax Continues to Support Historic Streetcar Service: SFMTA has launched a new historic streetcar line, the E Embarcadero. Offering weekend-only service, the E Line offers a single-seat ride from AT&T Park and the Caltrain station to Fisherman's Wharf and the northeast waterfront. Preserving the vehicles that are the backbone of both the new E Line, as well as the existing Market Street F Lines, was made possible in part through the Transportation Authority, as we allocated more than \$19 million in half-cent sales tax funds (both Prop K and its predecessor Prop B) for historic streetcar rehabilitation, operations and maintenance.

Comprehensive Safe Streets Campaign – Prop K Sales Tax Funds Produce Safety Video: Earlier this month SFMTA and its Vision Zero partners debuted a new training video, funded in part with Transportation Enhancement funds programmed by the Transportation Authority, that aims to help drivers of large vehicles navigate San Francisco's streets alongside people on bikes and people walking. SFMTA notes that collisions between large vehicles are eight times more likely than collisions involving small vehicles to result in death to people walking or biking. The 17-minute video, titled Large Vehicle Urban Driving Safety, informs drivers how to reduce conflicts and navigate street infrastructure, especially new features in San Francisco, and provides safety tips for driving large vehicles, which are heavier and have larger blind spots than other vehicles on San Francisco's streets. The video will be mandatory viewing for

commuter shuttle vehicle drivers and SFMTA contractors. More information on the Large Vehicle Urban Driving Safety Program can be found at www.sfmta.com/largevehicles. The video is free and can be viewed on Vision Zero SF's YouTube channel.

Presidio Parkway – Project Advances Toward Substantial Completion; Workforce Update: The Presidio Parkway Project is nearing its substantial completion, a major milestone for the project. The construction crews have been working diligently to complete the various elements that define and meet the terms for substantial completion. Upon recognition of substantial completion, Caltrans will release a milestone payment to the concessionaire according to the terms of the contract. As of August, the contractor has brought on board 376 new hires of which 142 are San Francisco residents and were hired through our affiliation with the Office of Economic and Workforce Development. Through the second quarter of 2015, the contractor has engaged 34 Underutilized Disadvantaged Business Enterprise (UDBE) and 118 Small Business Enterprise (SBE) firms, paying them \$10.8 and \$31.3 million respectively since the beginning of the Phase II/P3 contract. This reflects a 4.2% UDBE and a 12.3% SBE participation rate based on the contract amount paid to-date.

MANAGEMENT AND ADMINISTRATION ISSUES

2014/15 Fiscal Audit Report Expected to Be Issued in October: I am pleased to report that our new independent auditors, Vavrinek, Trine, Day & Co., have completed the field work for the Fiscal Year 2014/15 audit of the Transportation Authority and TIMMA. The audit reports will be issued in early October and we will be bringing it before the Finance Committee and Board in November. I anticipate another clean report.

Prop K Sales Tax Revenue – \$100 Million Milestone: We recently received the final installment for the 4th Quarter of sales tax revenues for Fiscal Year (FY) 2014/15 from the State Board of Equalization and I am pleased to announce that we passed the \$100 million mark in sales tax revenues, which is an all-time high for the Transportation Authority. For FY 2014/15 we received approximately \$100.3 million in Prop K sales revenue of which we budgeted \$98.8 million. We would like to thank San Francisco voters for the 2003 reauthorization of Prop K, which is a vital source of funding for so many of our projects, both big and small, across the city.