



Memorandum

Date: 10.27.15 **RE:** Transportation Authority Board
October 27, 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 *TC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Federal Transportation Bill – House Transportation and Infrastructure Committee Passes Proposal: On October 22, the House Transportation and Infrastructure (T&I) Committee approved the Surface Reauthorization and Reform Act of 2015 (STRRA). The bill would authorize federal public transit and highway programs for six years at roughly current levels of funding. However, without new revenues generated for the Highway Trust Fund, there would be no distribution of funding past the third year of the bill. This is similar to the recently passed Senate DRIVE act. Provisions of note in the House STRRA include a new bus discretionary program, and lowering the federal share for new starts projects from a maximum of 80% to a maximum of 50%. As the House bill does not include a method of funding the bill, the timing of full House approval is uncertain. The current MAP-21 extension expires on October 29, and on October 23, the House T&I Committee introduced another short-term extension of the current federal transportation bill through November 20. The inability of Congress to address the need for stable and increased transportation revenues continues to hamper the ability to finance significant transit capital needs for both state of good repair and expansion to meet increased demand.

State Legislation – Legislators Meet to Discuss Transportation Revenue Proposals: The special legislative session on transportation conference committee has met twice to explore available options for increasing state transportation revenues. The conference committee has based discussions on the framework proposed by Governor Brown in September which would raise approximately \$3.5 billion a year over 10 years through a combination of a new annual road improvement charge of \$65 per vehicle, the stabilization and indexation of the gas tax to inflation, an increase in the diesel tax, a new commitment of cap and trade funds, and a one-time early loan repayment. These funds would primarily fund highway and local streets rehabilitation and repair but there would also be resources available for transit expansion projects (through the cap and trade funds which would enhance the Transit and Intercity Rail Program) and trade corridor investments. Since a two-thirds majority is required in each house of the Legislature to approve any of the new revenue measures, conference committee members are looking for common ground across the aisle. It is unclear whether the conference committee will meet again before the regular legislative session convenes again in January. We are much more hopeful that we will see new revenues at the state level (as opposed to federal), but it is far from a sure thing at this point.

Transbay Transit Center Cost Review Update – Revised Phase 1 and Phase 2 Draft Recommendations Anticipated in Early November: At the August Metropolitan Transportation Commission (MTC) Programming and Allocations Committee (PAC) meeting, Chair Weiner asked MTC staff to conduct a cost review of both phases of the Transbay project in close coordination with the Transportation Authority and the City

through the Controller's Office. Transportation Authority staff has been working closely with MTC staff and consultants in that review, which is being conducted in two parts corresponding with the two phases of the program. A draft report of the Phase 1 cost review of the Transbay Transit Center was presented to the MTC PAC on September 9. MTC's preliminary findings for the Phase 1 cost review include 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 Transbay Joint Powers Authority staff in order to increase the likelihood of completing the project on budget. Subsequently, MTC and stakeholder staffs have been refining the report and addressing comments with the goal of presenting a final report and recommendations to the MTC PAC on November 4. In parallel, part two of the study, which relates to the Caltrain Downtown Extension, has also been ongoing, with cost review workshops conducted on September 30 and October 13. The draft report for Phase 2 will also be presented to the MTC PAC on November 4. The Controller's Office has also been participating in the cost review, and is working concurrently on funding and financing solutions with all of the aforementioned parties.

LOCAL ISSUES

Treasure Island Mobility Management Program – Request for Information (RFI) Issued; Community Outreach Planned for November: This month, we issued an RFI for System Integrators for the Treasure Island Mobility Management Program. Meanwhile we continue to advance planning and policy development. We have revised the draft Mobility Program policy recommendations in response to input provided by the Board and community outreach earlier this summer, and will present the revisions at a suite of community events in November. These will include on-island Open Houses on November 18th and 21st, focus groups with Island businesses, and discussions organized by Island housing providers. Information on the time and location of outreach events will be posted to www.timma.org. For more information, please contact Eric Cordoba, Deputy Director for Capital Projects, at eric.cordoba@sfcta.org or 415-522-4812.

Freeway Corridor Management Study – Phase 2 Initiated: Technical work on Phase 2 of this work will kick off next week. Over the past month, Transportation Authority staff has been in coordination with the San Mateo City/County Association of Governments, the Santa Clara Valley Transportation Authority, and the Metropolitan Transportation Commission (MTC) regarding the best ways to move forward with regional solutions to the congested US-101 corridor, which will be a focus of the Phase 2 study. Additionally, through MTC's ongoing Managed Lane Implementation Plan study and Active Operations Management funding program, the Transportation Authority has been advocating for more regional coordination and funding to improve performance on San Francisco's freeways and arterial roadways, including enhancements to regional transit service. Phase 2 is expected to take 18 months, but we anticipate bringing interim updates and deliverables to the Plans and Programs Committee as soon as this spring.

SFCTA Value Pricing Pilot Program (VPPP) Planning Projects – Selected for Peer Review and Presentation: This month, the Transportation Research Board (TRB) selected two of our VPPP projects for peer review and presentation at its annual meeting in January 2016 in Washington D.C. We will present the draft findings of the Treasure Island Mobility Management Study and the Parking Supply and Utilization Study to TRB's worldwide community of transportation researchers and practitioners. Transportation Authority staff serves on TRB's Standing Committee on Congestion Pricing. In addition, Transportation Authority will co-lead a TRB workshop titled "Automated and Connected Vehicles: A Silver Bullet for Pedestrian and Bicycle Safety?" For more information, please contact Rachel Hiatt, Principal Transportation Planner, at Rachel.hiatt@sfcta.org or 415-522-4809.

Late Night Transportation Study – Phase II Kickoff Held: In partnership with the Mayor's Office of Economic

and Workforce Development (OEWD), we held a kickoff this month for the Late Night Transportation Study Phase II. The continued Late Night Transportation Study effort will undertake the actions recommended in the February, 2015 Phase I of the Study to address nighttime transportation needs. These include initiating a refresh of all-night local and regional bus service; developing a pilot program for location-specific improvements such as real-time transit displays, secure bicycle parking, taxi stands, loading zones, lighting, etc.; a coordinated information campaign; and a performance monitoring practice. Phase II work is overseen by the Late Night Transportation Working Group. For more information, contact Colin Dentel-Post (colin.dentel-post@sfcta.org).

Strategic Analysis Report on Improving West Side Transit – Recommendations Anticipated By Year’s End: Earlier this year, Commissioner Tang requested and the Transportation Authority approved development of a Strategic Analysis Report (SAR) on improving west side transit access. This SAR will build on work prepared for the Sunset Blueprint and 2013 SFTP and examine high-level options for improving transit access to the west side, focusing on one or more specific travel markets and groups of travelers. The SAR will identify new opportunities for improving alternative mode access for these travel markets in the short and medium-terms. Staff has completed data collection and technical analyses, informed by community surveying (such as intercept surveys at West Portal, Balboa Park, and Daly City BART/MUNI stations and door hanger surveys in the Sunset) and agency consultation. The type of improvements of most interest to drivers we surveyed was making transit faster and more reliable. We anticipate bringing a draft SAR with findings and recommendations to the Plans and Program Committee by the end of the calendar year. For more information, contact Ryan Greene-Rosesel (ryan@sfcta.org).

Neighborhood Transportation Improvement Program (NTIP) – Planning Projects in Development; Capital Projects Advance: The San Francisco Municipal Transportation Agency (SFMTA) continues to make progress on advancing design of the District 2 Lombard US-101 Corridor Project and the District 10 NTIP capital project to advance pedestrian and bicycle safety improvements at the hairball (intersection of Cesar Chavez, Potrero Avenue, and Bayshore Boulevard). Our staff participated in community outreach events this month in support of two NTIP planning projects: events led by the community-based organization Mo Magic in support of the District 5 Western Addition NTIP planning project; and the Portola Neighborhood Association in support of the District 9 NTIP planning project, the Alemany Safety Study. We have also been working with Commissioner Yee and the San Francisco Planning Department on the Balboa Area Transportation Demand Management Study, which we plan to bring to the Board for approval of a NTIP planning grant in November, as well as working with Commissioner Avalos and SFMTA staff on a potential NTIP capital effort focused on calming traffic in the Excelsior and a potential NTIP planning project on San Jose near the Balboa Park station. 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.sfcta.org/NTIP.

Vision Zero – Strategy Retreat Held: Transportation Authority staff participated in an inter-agency Vision Zero workshop on October 15th to reflect on lessons learned to date and to plan next steps for the program. Discussion items included defining a next generation target for the “focus on the five” enforcement initiative; developing a more systematic approach to evaluating the effectiveness of engineering safety improvement projects; defining the next generation of Vision Zero capital and non-infrastructure projects; and working towards an automated safety enforcement pilot program, among others. Also this month, the Transportation Authority will be submitting an application for a Caltrans Planning Grant focused on improving safety at freeway ramp intersections in the South of Market neighborhood. For more information, contact Anna La Forte (Anna@sfcta.org), or Ryan Greene-Roesel (ryan@sfcta.org).

SFCTA in the Community: This month I was pleased to join with SFMTA Director Ed Reiskin and transit leaders across the region to welcome the American Public Transit Association annual conference to San Francisco. Key topics of discussion included the development of bus rapid transit, coordination with shared mobility services, and the importance of funding partnerships. I was also pleased to attend workshops and community events at the Treasure Island Homeless Development Initiative, Asian American Architects and Engineers, UC Berkeley and the San Francisco Small Business Network. Senior Planner Michael Schwartz also served on a Van Ness Avenue panel to discuss the history of this great street at the 100th Anniversary of Pan Pacific International Expo.

PROJECT DELIVERY

Transportation Fund for Clean Air (TFCA) Funds Deliver Improved Presidio Trail – Safer, More Accessible Approach to the Golden Gate Bridge: People walking and biking on the Presidio’s Coastal Trail can soon expect a safer, more accessible approach to the Golden Gate Bridge. The Golden Gate National Recreation Area (GGNRA), with its partners, the Golden Gate National Park Conservancy and the Presidio Trust, is nearing completion of the Presidio Coastal Trail Phase II project. The project will result in a new, 0.3 mile mixed-use trail on the west of Presidio Parkway and approach to the bridge. This is a key section of the Presidio’s trail system, with over 3.5 million pedestrians and bicyclists using the adjacent bridge annually. The project was funded with \$120,000 in Transportation Fund for Clean Air funds programmed by the Transportation Authority, with a total project cost of over \$1.7 million. GGNRA staff anticipates the trail to be fully open for use by Thanksgiving. More information on TFCA projects can be found at www.MyStreetSF.com.

Slower Speeds, Lower Emissions, Improved Safety - TFCA Funds Advance Vision Zero Projects: SFMTA recently implemented decreased vehicle speed changes on three signalized Vision Zero High Injury Corridors: 16th Street (Harrison to Sanchez); Guerrero Street (14th to 25th); and Turk Street (Laguna to Baker). The slower vehicle speeds combined with better-managed signal timing have improved safety for pedestrians. The strategy has also resulted in smoother traffic flow and reduced emissions because vehicles maintain a more consistent speed. SFMTA is conducting project evaluation into 2016, after which the agency anticipates implementing a corridor speed reduction program throughout the city to reduce vehicle speeds, vehicle emissions, and improve safety. These first three test cases were made possible by a TFCA grant awarded by the Transportation Authority to SFMTA. More information on pedestrian safety projects can be found at www.MyStreetSF.com.

Market Street Raised Bikeway Under Construction- Prop K Sales Tax Funds Used in Vision Zero Demonstration Project: SFMTA, partnering with San Francisco Public Works, recently began work on the city’s first raised cycletrack on Market Street between Gough and 12th. We’re just starting to see this type of raised bikeway in the United States, though it’s commonplace in other parts of the world that have top bicycle infrastructure and high bike ridership. SFMTA will test a variety of design elements along the project length, including lane height and curb type to see what works best. Construction will be completed in November with evaluation to follow. SFMTA is using \$750,000 in Prop K sales tax funds to design, implement, and evaluate the raised cycletrack, along with green lanes and intersection markings on Market Street from Castro to Duboce. The green bike facilities should be in place in spring 2016. We can look forward to the design elements from this Vision Zero demonstration project applied in other projects citywide, including other upcoming raised bikeway projects around the city. More information on Prop K sales tax-funded bicycle projects can be found at www.MyStreetSF.com.

MANAGEMENT AND ADMINISTRATION ISSUES

Fiscal Year (FY) 2014/15 DBE, LBE, and SBE Performance: I am pleased to report that during FY 2014/15, 20% of contract payments were made to Disadvantaged Business Enterprise (DBE), 17% made to Local Business Enterprise (LBE), and 20% made to Small Business Enterprise (SBE) firms. The Transportation Authority has maintained a strong DBE/LBE Program and demonstrated commitment to providing small and local businesses with the maximum feasible opportunity to participate in the performance of contracts funded with federal, state and local dollars.

Agency Staff Respond to Proposed Subway Master Plan Requirement – Long Range Transportation Planning Program RFP Now Available: Transportation Authority staff presented on the upcoming Long Range Transportation Planning Program (LRTPP) at the Land Use and Transportation Committee of the Board of Supervisors on Monday, October 26. The presentation was in response to Supervisor Wiener’s proposed transportation code amendment requiring the City to create a subway master plan. Staff described the numerous efforts underway and proposed to use the LRTPP to prioritize the recommendations from those plans as well as any new ideas. There is a Request for Proposals for Consultant Services available on the Transportation Authority’s website, www.sfcta.org. The pre-proposal conference will be held at the Transportation Authority’s offices on October 28th at 10:00 AM and proposals are due on December 9th at 2:00 PM. For more information, please contact San Francisco Transportation Plan (part of the LRTPP) project manager Michael Schwartz, 415-522-4823 or michael.schwartz@sfcta.org.