



Memorandum

Date: 07.26.16 **RE:** Transportation Authority Board
July 26, 2016

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

From: Tilly Chang – Executive Director *TC*

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

REGIONAL, STATE AND FEDERAL ISSUES

State Legislation Update: As the state legislature moves into recess in August, we are pleased to note that the Metropolitan Transportation Commission’s (MTC’s) temporary license plates bill, Assembly Bill (AB) 516 (Mullin), has been signed by Governor Brown. This bill requires that new and used vehicles display temporary plates during the period between point of sale and when permanent license plates are received, in order to make vehicles identifiable by both law enforcement and toll operators. We are continuing to track the progress of other bills through the legislature, including the Transportation Authority’s sponsored bill AB 2374, introduced by Assemblymember Chiu, to allow us to use the Construction Manager General Contractor innovative project delivery method on the second phase of the Yerba Buena Island ramps project.

Work Underway on the California State Rail Plan: The Transportation Authority is coordinating with the California State Transportation Agency and Caltrans in the development of the 2040 Passenger Rail Vision Plan. The plan will leverage California’s investment in the High-Speed Rail system by integrating regional and local services to provide a system that can deliver door-to-door journeys through use of coordinated schedules and regional hubs. The envisioned network will be comprised of four principal elements: High-Speed Rail, which will link Northern and Southern California and form the backbone of the vision; Integrated Services, which will complement the high-speed system and improve public transport for regional trips; Complementary Services, which will provide additional services operated on the high-speed line and on regional lines to meet market demands; and Transit Districts, which will provide operations at hubs providing door-to-door access to local destinations. It is a very ambitious and far reaching vision, which sets a framework for addressing the untapped potential of rail as an essential part of the California transportation network.

Plan Bay Area 2040: MTC staff continue to refine the draft transportation investment strategy with Congestion Management Agency and transit agency staff and will present draft information at the Commission meeting this Wednesday, July 27. The Association of Bay Area Governments (ABAG) will share draft land use patterns with jurisdictions in August. Both the draft transportation and land use preferred scenarios would be presented to the MTC committees in September and then in October for adoption. We continue to work with MTC and our local partners to analyze the draft plans and evaluate how well they satisfy San Francisco advocacy goals and project priorities established for Plan Bay Area 2040.

One Bay Area Grant (OBAG) 2 Proposed Revisions: MTC is working on revisions to the OBAG 2, which would incorporate an additional \$126 million into the program, and would use a portion of that funding to address the region's affordable housing and anti-displacement crisis, specifically through the creation of a Naturally Occurring Affordable Housing revolving loan program, and through a Housing Production Incentive Program to reward jurisdictions that produce or permit very low, low, and moderate income level housing. Commissioner Campos and other members of the MTC Commission have asked MTC staff to incorporate stronger affordable housing policies for the program, and we will continue to monitor progress in the development of the OBAG 2 program.

Caltrain Reaches a Milestone on Electrification Program: On July 7, the Peninsula Corridor Joint Powers Board authorized the award of the two main contracts for the electrification of the Caltrain corridor. A design-build electrification infrastructure contract in the amount of \$697 million was awarded to Balfour Beatty Infrastructure, Inc., which was determined to be the best value proposer with the highest quality and lowest price. Another contract in the amount of \$551 million was awarded to Stadler Rail AG for the manufacture of Electric Multiple Units (EMU) vehicles. The contract includes options for additional vehicles to replace the entire Caltrain fleet as well as increasing the train lengths to eight vehicles. Both contracts are conditioned on the California High-Speed Rail Authority adopting a funding agreement with Caltrain at its August 9 meeting. In addition, both contracts were given limited Notice-to-Proceed, with full Notice-to-Proceed conditioned on the execution of a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration, anticipated in late 2016 or early 2017.

MTC to Consider Supporting San Francisco's Proposed Charter Amendment for Transportation and Homeless Services: At its July 27 meeting, the MTC Commission will consider adopting a position of support for the Charter Amendment Set-Aside for Transportation and Homeless Services that was approved by the Board of Supervisors on July 19. MTC's Planning Committee had previously recommended approval of the Expenditure Plan for a potential transportation sales tax, which was the "back-up" measure. With the Charter Amendment moving forward, MTC's approval of the Expenditure Plan is no longer required, therefore we have amended our request to ask that MTC consider adopting a position of support for the Charter Amendment, as they have for a number of other local ballot initiatives. MTC is also supporting several other transportation measures on the November ballot, including half-cent sales transportation sales tax in Contra Costa and Santa Clara counties, BART's \$3.5 billion bond measure, and an AC Transit parcel tax. It is also supporting housing and infrastructure bond measures in Alameda and Santa Clara counties, and the City of Oakland.

MTC-ABAG-BAAMQD RECEPTION: We were pleased to join with Mayor Lee, the San Francisco Municipal Transportation Agency (SFMTA), Planning Department, and the Department of the Environment to formally welcome MTC, ABAG and the Bay Area Air Quality Management District (BAAQMD) to their new San Francisco offices. Surrounded by local and state partners, the Mayor presented a beautiful cable car bell to representatives of the three agencies as a welcome gift to be displayed in their new Beale Street headquarters. During the reception Chair Wiener emphasized the important roles that MTC, ABAG and BAAMQD play for our region, and how their emphasis on regional solutions is critical as we address the two million new residents anticipated to come to the Bay Area by 2040. I'd like to reiterate my thanks to our Senior Communications Officer Eric Young and to Martha Cohen, the Mayor's Director of Special Events, who worked tirelessly, while also juggling many other events, to pull together the event at City Hall.

LOCAL ISSUES

Participation in 2016 Automated Vehicle Symposium: Senior Planner Ryan Greene-Roesel and I participated in the 2016 Automated Vehicle Symposium held in San Francisco July 19-21 and gave presentations on how local governments should prepare for automated vehicles and the related safety aspects. The event

kicked off with keynote addresses by U.S. Department of Transportation Secretary Anthony Foxx and California Secretary of Transportation Brian Kelly and featured presentations by leading industry speakers and thinkers. Staff will be working to integrate consideration of automated vehicles into the upcoming long-range transportation plan for San Francisco.

Vision Zero Committee Meeting Held After Recent Fatalities: The Vision Zero Committee meeting was held on June 30, a few days after two cyclists were killed within hours of one another. Many members of the public and advocacy groups attended to express their desire for more urgent action, especially regarding implementation of protected bicycle facilities and enforcement of double parking in bicycle lanes. During the meeting, SFMTA staff also presented the latest list of Vision Zero projects (now viewable as an interactive map on www.visionzerosf.org/maps-data), and updated the Committee regarding efforts to implement leading pedestrian intervals systematically throughout the city. For more information, contact Ryan Greene-Roesel, 415-522-4808, ryan@sfcta.org.

Progress on Geary Bus Rapid Transit (BRT) and Corridor Improvement Project: The Transportation Authority and SFMTA are preparing a broad outreach campaign to engage and educate residents, merchants, and institutions along the corridor about the project's features and benefits and how the agencies have responded to comments on the Draft EIR/S. We will be launching a text-based survey to further engage with bus riders and other corridor users. Following Federal Transit Administration review, we anticipate bringing the Final Environmental Impact Statement/Report (EIS/R), and selection of the Locally Preferred Alternative to the Board for approval.

Neighborhood Transportation Improvement Program (NTIP) Continues to Attract Community Interest: We are currently working with residents, staff, and Commissioners' offices on scoping for projects across the city including traffic calming and streetscapes in District 11, and safety and livability improvements near the Saint Mary's pedestrian bridge in District 9. For more information, contact Anna LaForte at anna@sfcta.org.

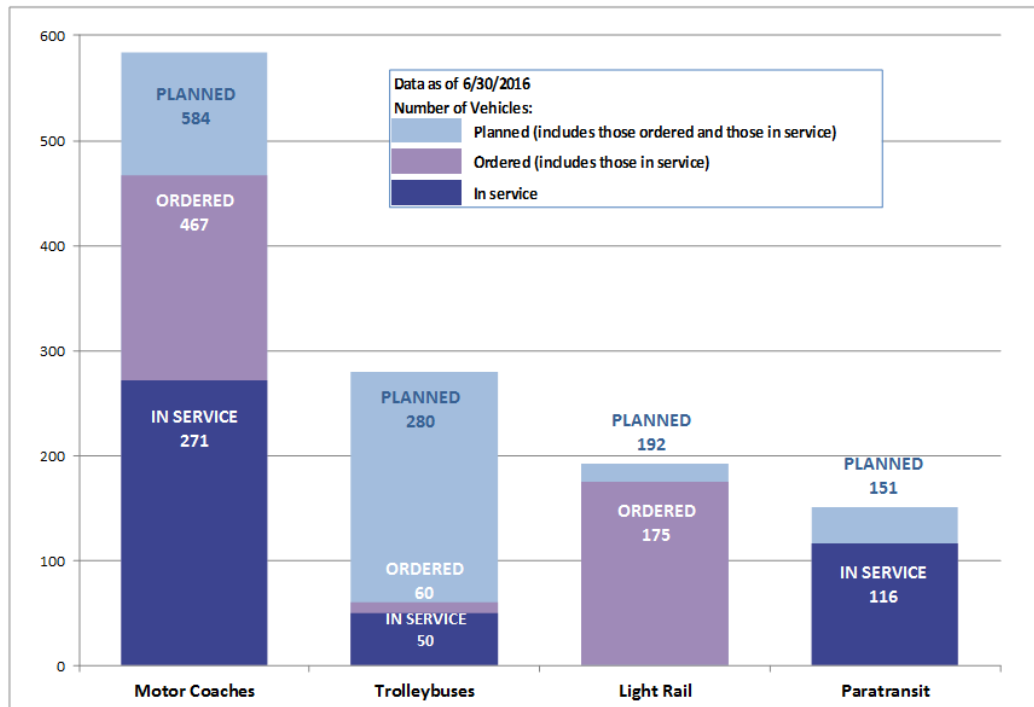
PROJECT DELIVERY

7th and Lincoln Intersection Improvements - New Bicycle Cut-through: SFMTA has made it easier for bicyclists to cross busy Lincoln Way by constructing a new bicycle cut-through as part of Prop K sales tax-funded intersection improvements at 7th Avenue and Lincoln Way. The project makes it much easier and more comfortable for cyclists to enter or exit Golden Gate Park, thanks to a new bike signal phase that separates cyclists from drivers and a new concrete island with channels that allow bikes to cross through while drivers must turn right onto Lincoln. The project also includes new curb ramps, accessible pedestrian signals, and more visible vehicle signals.

Bartlett Streetscape Improvements - Community Space Revitalized: San Francisco Public Works (SFPW) is nearing completion of permanent infrastructure and pedestrian, bicycle, and traffic calming improvements on Bartlett Street. The improvements were designed to support large community gatherings such as the Mission Community Market, but also the ongoing presence of local vendors and neighborhood activities. Final work on a pergola structure and wood awning will complete the project around August 31, with a ribbon-cutting soon thereafter. Funded by Prop K sales tax and 2011 Road Repaving and Street Safety bond funds, this project implemented recommendations from the Mission Streetscape Plan as well as the recent place-making efforts of the Mission Community Market, including wider sidewalks, several traffic calming elements, street lights, bicycle parking, site furnishings, and landscaping.

8th and Natoma Mid-block Crossing - New Signals and Bulb-outs: SFMTA is nearing completion on a new signalized crosswalk in the South of Market area on 8th Street at Natoma, funded with Prop AA vehicle registration fee revenues. The project also includes new bulb-outs and curb ramps. SFMTA expects the new traffic signal to go into operation by the end of this month.

SFMTA Fleet Replacement and Expansion – 48 New Buses Placed in Service: During the 4th quarter of Fiscal Year 2015/16, the SFMTA placed in service 33 of the 307 hybrid diesel motor coaches and 15 of the 74 electric trolleybuses ordered to date under current contracts with New Flyer Industries. Since the contracts were approved in 2014, the SFMTA has placed in service 109 new motor coaches and 50 new trolleys. The SFMTA plans for total orders through these contracts to reach 424 motor coaches and 333 trolleybuses by the end of 2017. Prop K sales tax has provided about 30% of the funding for the new motor coaches and 20% of the funding for the trolleybuses ordered to date. The breakdown of new vehicles currently in service, ordered, or planned is shown in the graphic below:



Prop AA Program Update: Since voters approved the Prop AA \$10 vehicle registration fee in 2010 and the Transportation Authority approved the Prop AA Strategic Plan in December 2012, the Board has allocated over \$22.9 million to 21 projects across the program’s three categories of Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements. In keeping with Prop AA’s focus on small, high-impact projects that can provide tangible benefits in the short-term, we have now seen 9 of these projects open for use, including four substantial street repair projects with the recent completion of Dolores Street. Sidewalk and bike improvements on Arguello Boulevard in the Presidio are in use, along with streetscape improvements on McAllister Street near UC Hastings. BART has completed the Civic Center bike station and the plaza at 24th Street, and SFMTA will finish a new pedestrian plaza at City College later this summer. See the attached Prop AA Fact Sheet for more information. Fiscal Year 2016/17 marks the final year of the first Prop AA five-year program of projects, and we are working with the SFMTA and SFPW to advance requests for transit improvements and paving on Geary Boulevard. This fall, we will kick off the Prop AA Strategic Plan update with a call for projects to program funds for the five year period of Fiscal Years 2017/18 to 2021/22. We anticipate bringing an item to the Plans and Programs Committee after the upcoming Board recess to discuss this topic.

MANAGEMENT AND ADMINISTRATION ISSUES

August Board Recess - August 3-September 5: As a reminder, given the Board of Supervisor's recess, the next meeting of the Transportation Authority Board will take place on Tuesday, September 27, 2016 at 11:00 a.m. I wish you and your staffs relaxing breaks and look forward to seeing you in September.

Attachment:

1. Prop AA Fact Sheet



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

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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?

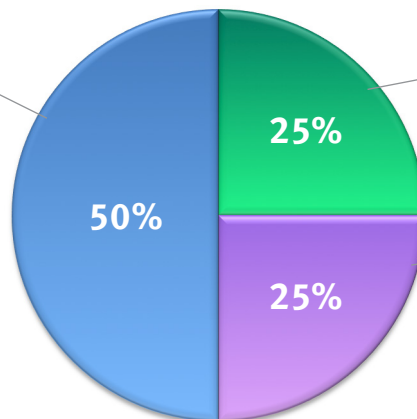
The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

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. 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.

Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
STREET REPAIR AND RECONSTRUCTION					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,169,843	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$8,199,591	Design funds allocated in November 2013, construction funds allocated in April 2016. Design complete, construction to begin July 2016. Anticipated open for use in Summer 2017.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,955,706	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in Fall 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	\$3,230,263	Open for Use
Subtotal			\$10,984,322	\$26,299,933	
PEDESTRIAN SAFETY					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,015,715	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Open for Use anticipated in July 2016.
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design funds allocated in February 2014. Environmental review completed in Winter 2016. Anticipated open for use in Winter 2017.
Franklin and Divisadero Signal Upgrades	Design, Construction	SFMTA	\$896,750	\$5,485,080	Design funds allocated in May 2014, construction funds allocated in February 2015. Construction began Summer 2015 with all signals to be operational by Fall 2016.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$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	\$1,760,000	Design funds allocated in November 2014. Design anticipated to be completed in Summer 2016, followed by construction, with signals operational in Fall 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in Winter 2018.
Broadway Chinatown Streetscape Improvements	Construction	Public Works	\$1,029,839	\$8,199,591**	Design funds allocated in November 2013, construction funds allocated in April 2016. Design complete, construction to begin July 2016. Anticipated open for use in Summer 2017.
Mansell Streetscape Improvements	Construction	Public Works	\$163,358	\$6,955,706**	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in Fall 2016.
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by December 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,419,666	\$23,609,120	
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Design funds allocated in June 2014, construction funds allocated in January 2015. Construction in progress. Anticipated open for use in Summer 2016.
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$713,831	\$4,216,014	Open for Use
Elevator Safety and Reliability Upgrades	Construction	SFMTA	\$287,000	\$2,734,500	Construction funds allocated in March 2016. All locations anticipated open for use in Spring 2018.
Muni Bus Layover Area at BART Daly City Station	Construction	SFMTA	\$507,980	\$550,000	Construction funds allocated in March 2016. Anticipated open for use in Winter 2016.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,944	\$1,844,944	Construction funds allocated in March 2014. Anticipated open for use in early 2017.
Subtotal			\$4,534,755	\$10,701,458	
TOTAL			\$22,938,743	\$60,610,511	

* 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).

**Project has also received allocations from Street Repair and Reconstruction category, so total project cost is excluded from Pedestrian Safety category subtotal to prevent double counting.