



# Memorandum

**Date:** 10.25.16

**RE:** Transportation Authority Board  
October 25, 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

**Vision Zero – Advances at the Federal, State, and Local Levels:** On October 5, the U.S. Department of Transportation announced its commitment to end traffic deaths in thirty years with the launch of the “Road to Zero” plan. Later that week, on October 7, the League of California Cities (the League) adopted a resolution supporting Vision Zero initiatives, which requires consistent and unified advocacy efforts by San Francisco along with Los Angeles, San Diego, and San Jose among other jurisdictions. At the local level, city agencies are updating the Vision Zero Two-Year Action Strategy by hosting a public workshop and conducting an online survey to gather input from stakeholders. The updated strategy, planned for release in early 2017, will report on the past progress and outline the action items and planned strategies for the next two years.

**National Environmental Policy Act (NEPA) Delegation to Caltrans – At Risk of Expiration by the End of 2016:** In 2007, California was the first state that assumed NEPA responsibility through a federal pilot program intended to help streamline the NEPA process. In order to assume sole liability for NEPA actions, California waived its right to sovereign immunity under the 11th amendment but included a sunset provision with the expiration date of January 1, 2017. Unfortunately, the bill to remove the sunset provision has been folded into a single transportation funding bill that failed to pass during the regular legislative session. There are two more options to address this issue before year end, namely approving a transportation funding bill during the extraordinary session or passing an urgency bill on December 5 when the Legislature convenes for a one-day session. We are working with FHWA project sponsors to expedite their NEPA process where possible. Also, we are supporting Caltrans’ and MTC’s advocacy on this issue and will work with the Self-Help Counties Coalition to urge the Legislature to take action quickly to allow Caltrans to carry out NEPA responsibilities without interruption.

**New Westbound I-80 Yerba Buena Island Ramps (YBI) – Open to Traffic, Offering Safer & Expanded Access to the Islands:** We joined with the Treasure Island Development Authority, Caltrans, the project team, and many other partners on Friday, October 21 to celebrate the opening of the Westbound YBI Ramps. This project marked our first major construction effort where we have been lead agency from start to finish and we’re happy to report it was delivered on time and on budget. The ramps not only provide a safer route for drivers, they represent vital new infrastructure as Treasure Island and Yerba Buena Island undergo significant development in coming years that will attract many thousands more residents. Kudos go to Eric Cordoba, our Deputy Director for Capital Projects and his team, as well as our partners at Caltrans, TIDA, Federal Highways Administration and the CHP. Our press release and more information can be found on our website at [www.sfcta.org](http://www.sfcta.org).

**2016 Rail~volution Conference Held in San Francisco:** Along with Commissioner Mar I attended the 2016 Rail~volution conference 'Building Livable Communities with Transit.' The conference was held in San Francisco at the Hyatt Regency from October 9-12. I moderated a panel titled 'Building BRT Partnerships: Four Stories' which looked at how bus rapid transit (BRT) projects connect communities, promote complete streets, and address equity and economic revitalization, and what partnerships are needed to reach consensus and overcome challenges. Principal Planner Michael Schwartz also presented on San Francisco's pioneering Transportation Demand Management policies and draft ordinance.

**ITS Board of Advisors and Statewide Transit Plan - Inaugural Meetings Held in Sacramento:** I was pleased to join with a distinguished group of legislators and public agency, non-profit and business leaders to support the four-campus University of California Institute of Transportation Studies program, as they gathered to discuss a \$3 million state research grant that was awarded to the University of California in this year's budget. Several of us had participated in prior legislative hearings organized by Assembly Transportation Committee Chair Jim Frazier. One of the universities, UCLA, is leading a statewide transit planning effort, which also kicked off this month, and on which I am serving as an advisor.

## LOCAL ISSUES

**Treasure Island Mobility Management Program - San Francisco Wins U.S. Department of Transportation (DOT) Grant:** This month, the U.S. DOT announced that San Francisco had won \$11 million in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funding. We supported the San Francisco Municipal Transportation Agency's (SFMTA's) application for this federal program, a follow-on opportunity from the Smart Cities Challenge in the spring, for which San Francisco was a finalist. The ATCMTD program's goals are very similar to those of the Smart Cities challenge: to showcase innovative ways that cities can apply new technology to address mobility and environmental challenges such as congestion reduction and traffic safety through partnerships with the Federal government and private sector. The grant will support the congestion toll system and an autonomous shuttle on Treasure Island. Elsewhere in San Francisco, the award will support SFMTA's high-occupancy vehicle lane pilots and smart traffic signals on Vision Zero corridors. More information can be found in a related press release issued by the Mayor's Office, which is available on the Transportation Authority's website ([www.sfcta.org](http://www.sfcta.org)).

**Subway Vision - Draft Findings Presented to Board of Supervisors Land Use and Transportation Committee:** On October 17, staff from the Transportation Authority and the SFMTA presented draft findings from work on the Subway Vision. The effort is in response to a 2015 Ordinance introduced by Supervisor Wiener requiring that the city have a subway planning document that is updated every four years. As part of the Subway Vision, the team received more than 2,600 submissions through an online mapping exercise where people could draw their ideas for new subways. The team also intercepted transit riders in the Excelsior, Tenderloin, and Bayview neighborhoods. Analysis indicates significant travel time, reliability, access, and other benefits with the implementation of a built out subway network. This work represents the first piece of the larger Connect SF long range transportation planning program which got underway earlier this year. The final report will be presented by the end of 2016 and will be updated based on the work of Connect SF. For more information, contact Michael Schwartz ([Michael.Schwartz@sfcta.org](mailto:Michael.Schwartz@sfcta.org), 415-522-4823) or Graham Satterwhite ([Grahm.Satterwhite@sfmta.com](mailto:Grahm.Satterwhite@sfmta.com), 415-701-4482).

**Freeway Corridor Management Study (FCMS) - Existing Conditions Complete, Alternative Development and Analysis Proceeding:** FCMS Phase 2 is exploring feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco, with the focus of moving more people, not more cars. This month, we shared an update with the Plans & Programs Committee on the physical and operational issues present on San Francisco's freeway system today, as well as our initial analysis results regarding how to

best address these issues. Alternative development and analysis will continue through the end of this year, and we will be conducting outreach with both neighborhood residents and local and regional travelers in early 2017 to hear their thoughts and questions on the initial set of feasible alternatives. Additionally, with strong guidance and interest from Governor Brown's office, we've opened conversations with Caltrans and San Mateo County staff to explore the best way to deliver a continuous managed experience for travelers along the entire U.S. 101 corridor, from San Jose to San Francisco, rather than developing a patchwork of solutions county by county. We will bring further updates on this partnership to the Board in the next few months.

**Geary Bus Rapid Transit (BRT) and Corridor Improvement Project – Anticipated Release of Final Environmental Document:** The FTA is now reviewing the Geary BRT Final Environmental Document, the last step before it can be released to the public in the next few weeks. Following its release, the Geary BRT Citizens Advisory Committee will convene to make its final recommendation on environmental approvals and selection of a preferred alternative before the Transportation Authority Board considers certifying the environmental document, approving the project, and officially selecting the Locally Preferred Alternative. The SFMTA Board, as the project's implementing agency, will also need to approve the project and selection of the preferred alternative before the first phase of implementation can begin in 2017. Both agencies are preparing a broad outreach effort to accompany the environmental document's release, including mailers, bus shelter advertisements, door-to-door ambassadors, and email, web, and social media campaigns, in order to notify stakeholders about the document's availability and the upcoming approval hearings. More information can be found on the project website at [www.gearybrt.org](http://www.gearybrt.org).

**Prop K Sales Tax-Funded Neighborhood Transportation Improvement Program (NTIP) – Progress on Planning and Capital Projects:** There has been a lot of progress for NTIP-funded projects. We mentioned last month that SFMTA was in the process of striping buffered bike lanes on Arguello Boulevard as part of an NTIP funded project in District 1 and we are happy to report that this work is now essentially complete. After a public meeting in September for the Lombard Crooked Street Study in District 2, we have been collecting and reviewing public feedback related to the problems and solutions identified so far. A revised set of solutions will be presented at a second public meeting in mid-November, with recommendations to follow. We presented an update on the District 9 Alemany Interchange Study at the October Finance Committee meeting, and are now coordinating with Commissioner Campos' office, the SFMTA, and San Francisco Public Works (SFPW) to advance an NTIP capital project to implement recommendations from the Study; specifically, improved roadway striping to increase pedestrian and bicycle safety, and a multi-use path connecting the Alemany Flea Market and the San Bruno intersection. Next month, SFMTA staff will be presenting the final report for the Hairball Interchange NTIP study in District 10 to the Finance Committee, including recommendations for implementation. Finally, on Wednesday, October 26, SFMTA staff will be leading the first community outreach meeting for the District 11 San Jose and Geneva Intersection NTIP planning study from 6-7:30 pm at Lick Wilmerding High School, Room C.

## PROJECT DELIVERY

**Van Ness Improvement Project and Polk Streetscape Projects – Construction Begins:** Both of these long-awaited projects are ready to move into construction over the next few weeks. In preparation, the SFMTA and SFPW have sent out more than 34,000 postcards, distributed 14,000 door hangers, hung 450 posters, and held a joint public open house on October 5. The outreach activities have informed the public about how construction will proceed and highlighted the benefits of the two projects. Close to 200 members of the public attended the open house, with detailed questions about the schedule and sequencing. Over the next two weeks, traffic changes will take place on Van Ness Avenue, including traffic signal timing and most left turn removals. Variable message signs will be used locally and regionally, in partnership with

Caltrans, to make sure drivers are aware of the changes. Polk is expected to be substantially completed by late 2018 and the Van Ness BRT revenue service is targeted for the end of 2019.

**SFMTA New Buses and Trains to Bring Safer, More Reliable Service – Vehicle Procurements Are On Schedule:** Design of the new Siemens light-rail vehicles (LRVs) is 95% complete and production is underway for the first six vehicles. On August 29, Mayor Lee visited the Siemens’ plant in Sacramento, where testing is currently underway on the prototype vehicle, which is anticipated to be delivered on December 13. The first 24 of the new LRVs will be for fleet expansion and delivery of those will be complete by September 2017. Delivery of a second tranche of 40 expansion LRVs will be complete by July 2021, and SFMTA will replace the existing fleet of 151 LRVs between 2021 and 2027. SFMTA has received 60 of the 74 sixty-foot articulated electric trolleys ordered from New Flyer Inc., while the next tranche will arrive in 2017 to replace 14 of the 33 aging ETI trolleys. SFMTA expects federal funds for replacement of the remaining 19 articulated ETI trolleys to become available in early 2017. SFMTA has also received 144 New Flyer hybrid diesel motor coaches of the 307 ordered under its current procurement contract. SFMTA will exercise additional options to order a total of 424 40-foot and 60-foot hybrid diesel motor coaches under the contract. Helping to provide local match for SFMTA vehicle procurements represents one of the largest investments of Prop K sales tax funds. The attached graphic provides an overview of the status of the vehicle procurements by type as of September 30, 2016.

## **MANAGEMENT AND ADMINISTRATION ISSUES**

**Project Delivery Management – Joint Training with SFMTA Completed:** On October 3 and 4, we held the fifth project delivery management training session with SFMTA and Transportation Authority staff. Working with instructors from PSMJ Resources, Inc., 26 SFMTA staff and 7 Transportation Authority staff, for a total of 33, 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 trainings have built on recommendations from the San Francisco Transportation Plan and were welcomed training opportunities for both agencies.

**2015/16 Fiscal Audit Report Issued – Another “Clean Audit”:** Our independent auditors, Vavrinek, Trine, Day & Co., have completed the Fiscal Year 2015/16 audit of the Transportation Authority and TIMMA. The audit reports have been issued and will be brought before the Finance Committee and Board for approval in November. I am pleased to report that we received another clean audit, with no findings or recommendations for improvements. A special thank you to our Deputy Director for Finance and Administration Cynthia Fong and her team for a job well done.

Attachment:

1. New Muni Vehicles Funded by Prop K Sales Tax

# Attachment 1

## NEW MUNI VEHICLES FUNDED BY PROP K SALES TAX INCEPTION THROUGH SEPTEMBER 30, 2016

