



# Memorandum

**Date:** 09.26.17 **RE:** Transportation Authority Board  
September 26, 2017

**To:** Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee (11)

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

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Regional Measure 3 – Senate Bill (SB) 595 Awaiting Governor's Signature:** On September 14, SB 595, the Regional Measure 3 authorizing legislation, passed the Senate and is now on Governor Brown's desk awaiting his signature. We have included the final Expenditure Plan in today's meeting packet, and we are happy to note that many of your priorities are reflected therein, including \$500 million for BART expansion vehicles, \$140 million for Muni vehicles and facilities, \$140 million for Core Capacity improvements and \$325 million for the Caltrain Downtown Extension. Governor Brown has until October 15 to sign or veto, or it will become law without his signature. The full bill text is online at the California Legislature website link provided below. Thank you to our entire state delegation for your work to craft and pass this bill and our thanks also go to Chair Peskin for writing to Governor Brown to urge his signature. We are continuing to track the bill's progress, and if it passes, will work with the Board and all of our regional partners on next steps.

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=20170180SB595](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=20170180SB595)

**Core Capacity Transit Study – Study Results Released:** The final results of the Core Capacity Transit Study were unveiled at the Metropolitan Transportation Commission's (MTC's) Planning Committee on September 8. The study was a collaborative, multi-agency effort led by MTC with support and guidance from the Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), Alameda Contra-Costa Transit District (AC Transit), Water Emergency Transportation Authority, BART and Caltrain. The study set out to answer the challenge posed by increasingly crowded and unreliable transit performance to and from downtown San Francisco by identifying and prioritizing the major investments needed to address these limitations today and in the future. The study's findings point to a critical need to fully fund projects and policies already in adopted plans that are still looking for some or all of their funding for implementation, such as BART cars and train control and Better Market Street. The study also includes new strategies for addressing the needs in the transbay and San Francisco corridors in the medium term, over the next five to fifteen years. In the longer term, the study indicates we must continue planning and designing expansion projects with long lead-times such as a second transbay crossing for BART and/or standard gauge rail (Caltrain/High Speed Rail). The full results of the study will be presented as an information item to the Board in October.

**Caltrain Looks Ahead – Launches Business Plan:** Last week I joined with a large group of public and private sector representatives, labor, economic development and riders to help Caltrain launch its year-long strategic planning effort. General Manager Jim Hartnett expressed his desire to engage stakeholders from the state, region and local levels to create a vision and business plan for Caltrain, now that

Electrification is underway and everyone looks ahead to the next era of development for this critical rail service. Key for San Francisco is the blended Caltrain/High Speed rail service that will travel up the Peninsula into the Transbay Terminal, via the downtown extension of Caltrain.

## LOCAL ISSUES

**Transportation 2045 Task Force – Fourth Meeting Held:** Yesterday we hosted the fourth meeting of the Transportation 2045 Task Force, where we had a robust workshop on San Francisco’s transportation system needs. The meeting was extremely productive, and we are already planning for the next meeting in October. The group, which includes business and neighborhood representatives, transportation advocates, and staff from various city and regional agencies, is working to build a consensus around San Francisco’s need for additional revenues, and will be developing a recommended package of revenue sources to help close the funding gap. The next meeting will be on October 16 at 4:00 p.m. at our offices, 1455 Market Street, 22<sup>nd</sup> Floor. The Task Force website is [sftransportation2045.com](http://sftransportation2045.com) if you would like to learn more about past meetings or view future meeting dates.

**Late Night Transportation – SamTrans Launches New AllNighter Route:** On August 6, SamTrans launched a one-year pilot of Route 399, offering new all-night bus service between the Muni 14-Mission line in Daly City and the San Francisco International Airport. The new route is aligned with the San Francisco Late Night Working Group’s recommendations, which were based on a Transportation Authority-led study of the all-night transit network. SamTrans publicized the new route using communications templates and messaging developed by the Working Group, thereby providing regionally consistent branding for the AllNighter bus network. Meanwhile, the SFMTA and AC Transit are developing more detailed service plans and cost estimates for the Working Group’s recommendations to improve their portions of the AllNighter network. A final report on the Working Group’s second phase of work is planned for release this fall. For more information on the new SamTrans Route 399, see [www.samtrans.com/399](http://www.samtrans.com/399). For more on initiatives and meetings of the Late-Night Working Group, visit [nightlifesf.org](http://nightlifesf.org).

**District 10 Mobility Management Study – Toyota Mobility Foundation Awards Funding:** On July 25, the Transportation Authority approved an appropriation request of Neighborhood Transportation Improving Program (NTIP) funding to support the District 10 NTIP, a Multimodal Mobility Management Study. The study, requested by Commissioner Cohen, will consider emerging non-infrastructure tools for managing existing and projected future transportation needs to, from, and within the district as it grows. On August 28, the Toyota Mobility Foundation awarded ¥10,000,000 (\$89,000 USD) to the Transportation Authority to match Prop K funding. The Toyota Mobility Foundation supports projects aimed at alleviating mobility issues to enable social impact. For more information, see [http://www.sfcta.org/D10\\_mobility\\_management\\_study](http://www.sfcta.org/D10_mobility_management_study) or contact Rachel Hiatt, Principal Transportation Planner, at [rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org) or 415-522-4809.

**Emerging Mobility Services and Technologies Studies – Stakeholder Workshop Held to Gather Input:** On August 4, we hosted an Emerging Mobility workshop that brought together over 40 representatives from citywide advocacy groups, city agencies and emerging mobility companies. Together, participants helped the Transportation Authority and the SFMTA identify questions and ways to measure how emerging mobility services and technologies are helping San Francisco meet its goals and Guiding Principles for this sector. Following this effort, the Transportation Authority has worked closely with SFMTA staff to fine tune the questions and measures. Next steps include reaching out to workshop participants to inform them of our progress; conducting research to answer the questions; requesting additional information from Emerging Mobility companies; and finally, providing results from the evaluation in the final report.

**Active Transportation Program – Grants Awarded to the SFMTA:** We are happy to report that the SFMTA has been awarded two new Active Transportation Program grants: Geneva Avenue Bike Ped Safety Improvement at \$2.35 million and Vision Zero SF Safer Intersections at \$2.0 million. Funding from the Road Repair and Accountability Act (SB 1) allowed the state to augment last year’s Cycle 3 of the Active Transportation Program (ATP) by funding additional projects that did not score well enough to be funded in the initial competition, including these two projects. The Bike Ped Safety project, which will actually target improvements to San Bruno Avenue, rather than Geneva Avenue, was awarded through the statewide round of the Active Transportation Program while the Vision Zero Safer Intersections project, which will encourage safer driving citywide, was awarded through MTC’s regional ATP round.

## **PROJECT DELIVERY**

**Cable Car Shutdown – Maintenance Work Underway:** For eight days beginning on September 22, the California Street cable car line will be served by buses during crucial maintenance work to preserve the cable car system. Prop K is providing 20% of the funds for the \$7 million project to overhaul the gearboxes in the Cable Car Barn that transmit traction power to the cable car system. The California line is the first cable car line scheduled for a service interruption, and the SFMTA will provide a bus bridge during the shutdown (bus fares will apply rather than cable car fares). A five-month period for evaluation and adjustment will follow the shutdown and precede overhaul of the gearbox for the Powell Street line. The approximate schedule for eight-day bus substitutions on all cable car line segments is as follows:

September 22-29: California Line

Spring 2018: Powell Line (Powell Street portion of the Mason and Hyde lines)

Fall 2018: Mason Line (Mason Street, Columbus Avenue and Taylor Street)

Spring or Fall 2019: All cable car lines (required to rehabilitate the central Hyde Line gearbox)

**Alemaný Interchange Improvement Plan – Phase 1 Improvements Underway:** The District 9 NTIP Alemaný Interchange Improvement project continues to progress, with Phase 1 improvements, including buffered bike lanes and shoulder striping, on track for completion by the end of the calendar year, pending approval of a Caltrans encroachment permit. The SFMTA has informed us that Phase 2 of the project, construction of a new pedestrian path through the interchange and a new signalized crossing of Alemaný Boulevard where the path will connect to the Alemaný Farmer’s Market, will be included in its next Capital Improvement Plan, which is an important indicator of the City’s commitment to construct this exciting project. In other NTIP news, we continue to work closely with Commissioners to identify NTIP candidate projects, including our recent focus on potential NTIP Planning projects for District 8 and NTIP Capital projects for Districts 7 and 11.