



Memorandum

Date: 12.11.18 **RE:** Board
December 11, 2018

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Brown, Cohen, Fewer, Kim, Mandelman, Ronen, Safai, Stefani and Yee

From: Tilly Chang – Executive Director *TC*

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

REGIONAL, STATE AND FEDERAL ISSUES

CASA Compact - The Committee to House the Bay Area Finalizes its Recommendations: This week the CASA Steering Committee will be discussing the final version of the CASA Compact, a series of policy, governance and funding recommendations to help the Bay Area address the region’s housing crisis. The Metropolitan Transportation Commission (MTC) established CASA following on recommendations from Plan Bay Area 2040. CASA is comprised of leaders from government, advocacy, and private sectors working together to build an actionable political consensus around increasing housing production at all levels of affordability, preserving existing affordable housing, and protecting vulnerable populations from housing instability and displacement. The CASA Compact has been 18 months in the making and includes 10 strategies that will be implemented at local, regional and state levels. We have already heard that there is strong interest on the part of our legislators in Sacramento to pass legislation to enable the various components of the Compact. We will continue to track the legislation that emerges this session, particularly where it intersects with transportation policy, such as bills enabling increased housing densities near transit stops, such as SB 50 (the next iteration of last year’s failed SB 827) recently introduced by Senator Wiener.

Sustainable Communities and Climate Protection Act of 2008 - State is Not on Track to Meet Greenhouse Gas Emission Goals: Last month the California Air Resources Board (CARB) released its evaluation of the state’s progress toward meeting the climate goals established through Senate Bill 375. The report found that while overall California has hit its 2020 climate target ahead of schedule due to strong performance in the energy sector, emissions from statewide passenger vehicle travel per capita are increasing and the state is unlikely to meet mandates for 2030 and beyond without significant reduction in vehicle travel. Getting there will require strategies that encompass land use, housing, jobs, and transportation. CARB has recommended the formation of an interagency body to produce and implement a new “State Mobility Action Plan for Healthy Communities” that responds to the report’s findings on challenges, opportunities, and data gaps. We will continue to work closely with the MTC in the development of Plan Bay Area 2050 (the region’s Sustainable Communities Strategy) and seek ways to engage in the Mobility Action Plan process if CARB and the California Transportation Commission move forward with the report’s recommendations.

PROJECT DELIVERY

Ribbon Cutting for Balboa Park BART Station Improvements – Community Input Leads to Safer, More Direct Access for BART and Muni Passengers: Late last month, I was pleased to celebrate the completion of the Balboa Park Station Eastside Connections Project, with Commissioner Safai, BART

Director Bevan Dufty, MTC Commissioner Anne Halsted, members of the community and agency staff. This project provides safer and more direct access for passengers to move between the east and west sides of the BART station, and between the BART and Muni stations. The Transportation Authority contributed over \$5.9 million to this project. There is plenty more to be done in this area which faces a lot of multimodal challenges, but I do wish to appreciate the Balboa Park Station Area Citizens Advisory Committee which has provided input over the years, including to the Eastside Connections Project, and is still on the job.

SFMTA Board Approves Protected Bikeway Pilot for Valencia Street - Neighborhood Transportation Improvement Program (NTIP) Helps Deliver Local Priorities: At the urging of Mayor Breed, the SFMTA this month approved designs for protected bicycle lanes on the upper segment of Valencia Street from Market to 15th Streets. Transportation Authority Commissioners Ronen and Mandelman strongly support the project with Commissioners Ronen and Sheehy having previously requested Transportation Authority funding for the planning and design of the entire corridor from Market Street to Mission Street using their Prop K Neighborhood Transportation Improvement Program (NTIP) funds. The project will be implemented in early 2019.

NTIP Supports Implementation of Traffic Calming Across District 11: At the request of Commissioner Safai, SFMTA is also busy planning for traffic calming improvements (such as speed humps) throughout the Outer Mission/Ingleside and Excelsior, using D11 NTIP funds provided through the Prop K program. Residents can learn more and participate in balloting to approve these safety measures [here](#).

MANAGEMENT AND ADMINISTRATION

Outstanding Revolving Credit Agreement Loan Paid Off: In 2004, we issued \$150 million of commercial paper notes. The notes provide an interim source of financing for our Prop K Sales Tax Expenditure Plan enabling us to deliver projects sooner to the public than we could on a pay-go basis. In 2015, we substituted the notes with a \$140 million tax-exempt revolving credit agreement loan. Over the past five years, we've gradually paid the balance down and made the final payment of \$24.6 million on December 5th, 2018, three year earlier than required. We still have the ability to draw down funds from the facility if we have any short-term financing needs.

Transportation Fund for Clean Air (TFCA) - Clean Audit Released for Program Manager Fund: The Transportation Authority is designated as the county program manager for the local share of funds available through the Bay Area's TFCA program. Funds from this program come from an annual \$4 vehicle registration fee on automobiles registered in San Francisco and are for transportation projects that benefit air quality by reducing motor vehicle emissions. The audit, conducted by Simpson & Simpson LLP, covered the period between July 1, 2015 and June 30, 2017, found that the Transportation Authority spent program funds appropriately and complied with the funding agreements. Congratulations to the Policy and Programming Division for its ongoing efforts to run an effective TFCA program in San Francisco and to the Finance and Administration Division for yet another clean audit. In particular, I'd like to thank Mike Pickford and Kalman Hui from our staff for their hard work on this.