



Memorandum

Date: 09.27.16 **RE:** Transportation Authority Board
September 27, 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

Cap-and-Trade – Agreement Directs \$900 Million in Unallocated Auction Proceeds Directed to Program: At the end of August, Governor Brown and state legislative leaders announced an agreement on a Cap-and-Trade expenditure plan for \$900 million in unallocated auction proceeds. The agreement includes appropriations to the Transit and Intercity Rail Program, which has helped pay for Muni vehicles in past rounds, the Active Transportation Program, which has funded Safe Routes to School programs in San Francisco, and to other non-transportation programs aimed at reducing greenhouse gas emissions. We continue to work with our partner agencies to identify transportation projects that will be eligible and competitive for these programs.

State Legislative Session Ends – Governor Has Until September 30th to Sign or Veto Bills: The state legislative session has wrapped up for the year, and Governor Brown has until September 30th to sign or veto any of the bills awaiting signature on his desk. Among the bills that have been signed are Senate Bill (SB) 32, which extends the state’s greenhouse gas emission reduction goals through 2030; SB 1128, which removes the sunset on the Metropolitan Transportation Commission’s (MTC) and the Bay Area Air Quality Management District’s (BAAQMD’s) commuter benefits program; and Assembly Bill 1550, which requires portions of cap-and-trade auction proceeds be allocated to disadvantaged communities and low-income communities. We anticipate providing a summary of this year’s session at the October 11th Finance Committee meeting.

State Active Transportation Program (ATP) Cycle 3 – Grants to be Announced Soon: On October 28th, the California Transportation Commission is expected to release programming recommendations the ATP Cycle 3 grants for the statewide competitive program which has \$120 million available to award. MTC is anticipated to release its staff recommendations for \$20 million in Regional ATP grants. This cycle is unusual in that funds won’t be available for projects until Fiscal Years 2019/20 and 2020/21. We supported San Francisco agencies in coordinating and preparing applications this cycle, including the San Francisco Municipal Transportation Agency’s (SFMTA’s) Geneva Avenue Bike Ped Safety Improvement, Play Streets Pilot, Powell Street Safety, and Vision Zero SF Safer Intersections, and San Francisco Public Works’ Jefferson Street Improvements Phase 2.

Plan Bay Area (PBA) 2040 – Regional Agencies Released Draft Preferred Scenario, Adopted Anticipated in November: Earlier this month, MTC and the Association of Bay Area Governments (ABAG) released their draft preferred land-use scenario and transportation investment strategy for PBA 2040. We have been meeting with the San Francisco Planning Department, the SFMTA, MTC, and regional operators to ensure that all of San Francisco’s priority projects are included in PBA 2040 and funded for the phase or phases that they need

to be fully funded in the Plan. We are cautiously optimistic about the transportation investment strategy pending further details from MTC to confirm we have indeed met our goals for regional discretionary funding for San Francisco priorities. We are still working with our partners, particularly the Planning Department to understand the household and employment growth projections for San Francisco and how they may interact with the transportation investment strategy. At the joint MTC Planning and ABAG Administration Committee in early September, we heard Commissioners Campos and Mar in their MTC and ABAG roles and others express concerns that the draft preferred scenarios' performance with respect to two key equity measures (percentage of income low income households spend on housing and transportation costs and displacement risk). While still performing better than the no project scenario, the draft preferred scenario is moving in the wrong direction with respect to these metrics. We are working with our San Francisco partners and the regional agencies to respond to these concerns.

BART Perks Program Launch – 16,000 Riders Have Enrolled in the Test Program: In collaboration with BART, we launched the Perks program at the end of August. BART Perks is a six-month test program whose goal is to test whether crowding can be reduced by offering riders incentives for traveling outside the morning rush. It is primarily funded through a federal grant with additional support from BART operating funds and Prop K sales tax funds. The program was advertised primarily at the Embarcadero and Montgomery Stations in downtown San Francisco and via a press release. Enrollment grew rapidly after launch, reached 10,000 by the end of the first week, and has now stabilized at 16,000. Riders earn points for every trip on BART, but earn extra points for starting their trip during the shoulders of the peak period (“bonus hours”). The test program will run until the end of February, after which staff will complete an evaluation and determine whether to pursue similar programs of this kind in the future.

Caltrain Electrification – Supplemental Memorandum of Understanding (MOU) Signed: The Transportation Authority, together with our San Francisco and regional partners, executed a seven-party MOU to enable the Caltrain Electrification Project to move forward and award its two key contracts, one for the design-build of the electrification infrastructure and another for the manufacture of the electric vehicles. With this action, the only major funding not committed is the federal funds from the Federal Transit Administration (FTA). Caltrain and the FTA are working together toward a Full Funding Grant Agreement in January 2017. As part of the MOU, the parties agreed on an oversight protocol that sets the pathway for full transparency and participation of the funding partners in the project delivery process. We are well on our way to having a cleaner, faster Caltrain by 2021 that lays the ground-work for future high-speed rail.

Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) – Moving Forward with Citizen Working Group: The RAB study, which seeks to consider alternatives to the 4th and King railyard, alternative alignments for the Downtown Train Extension (DTX), the possibility of replacing part of the I-280 Freeway with a Boulevard, and explores possible associated land use changes, is being conducted by the Planning Department. On September 19th, the Planning Department convened the second meeting of its Citizen Working Group, which is charged with providing community input to the study team. At that meeting, the group discussed the study area challenges and reviewed work conducted to date on the DTX and the Transit Center Loop. The railyard relocation options and the I-280 Boulevard options will be discussed at subsequent meetings over the next couple of months. The project team is preparing for and working towards the study's second Public Meeting, to be held sometime in the fall, where they will solicit public input on the Draft Alternatives. The third Public Meeting, where the study team will request input on the Final Alternatives, is anticipated for winter 2016. We plan to invite the Planning Department to present to the Plans and Programs Committee as part of the next round of public outreach, anticipated sometime this fall.

LOCAL ISSUES

Measures J & K Placed on the November Ballot: The Funding for Homelessness and Transportation Charter Amendment and the accompanying three-quarter cent General Sales Tax have been assigned the letters J and K for the November 2016 ballot. Both measures require a majority vote to pass.

Transit Week Held in September: The San Francisco Transit Riders Union kicked off Transit Week on September 12th with speeches on the steps of City Hall. Transit Week is a celebration of transit riders who make living and working in San Francisco better for everyone through lower carbon emissions and cleaner air to less traffic congestion and safer streets. The Transportation Authority helped sponsor Transit Week, which was from September 12-17th and included activities on a different Muni route each day of the week.

Subway Vision Elicits Mapping Suggestions from the Public – Initial Findings to be Presented October 17th: In November 2015, the Board of Supervisors approved legislation requiring San Francisco agencies to create a Subway Vision for the City within 12 months, and for it to be updated on a regular basis. To support that effort, staff from the SFMTA, Transportation Authority, and the Planning Department, as part of the Connect SF Long-Range Transportation Planning program, released an online mapping tool earlier this month where members of the public could draw subway lines and stations of highest importance to them. In addition, the team created pop-up locations in the Bayview, Tenderloin, and Excelsior neighborhoods to intercept travelers to solicit the same feedback. Staff received nearly 3,000 responses that will inform analysis and recommendations. Initial findings will be shared at the Board of Supervisors Land Use and Transportation Committee on October 17th.

Transportation Demand Management (TDM) – Ordinance Introduced at Board of Supervisors: In August, the San Francisco Planning Commission voted unanimously to approve amendments to the Planning Code incorporating the TDM Ordinance. The approval represents years of hard work and refinement to the program from staff at the Planning Department, the SFMTA, and the Transportation Authority, and the hearing included testimony from numerous agencies and advocates in support of the work. The approval action serves to introduce the legislation at the Board of Supervisors which is expected to review and vote on the item before the end of the year.

“The Hairball” Intersection – Neighborhood Transportation Improvement Program (NTIP)-Funded Report Nears Completion: The SFMTA’s Livable Streets division has completed the final draft of its report on the Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection, or “The Hairball”, which was funded with NTIP capital funds. The SFMTA coordinated feedback from local stakeholders as well as the San Francisco Bicycle Coalition and Caltrans, and led two stakeholder walkthroughs of the site. The study’s recommendations include a lighting plan for the entire area; improvements to the shared bicycle/pedestrian paths at the western entrance to the intersection; and both near and long-term improvements including hardscape changes to the southern entrance. The SFMTA has identified funding in its current five-year Capital Improvement Plan for certain elements of the plan, though there is still a funding gap for the west entrance improvements and for implementing the lighting plan. I am pleased to see the first NTIP-funded project reach completion, approximately two years into the program, with more NTIP projects scheduled to wrap up this fall.

Alemaný Interchange Improvement Study [NTIP Planning] – Two Outreach Efforts Scheduled This Week: This community driven project was developed in response to safety and access concerns across and along Alemaný Boulevard near the Alemaný Farmers Market. The study area includes the confluence of Alemaný Boulevard, U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard. These roads limit crossing opportunities and require pedestrians, bicyclists, and transit riders to navigate high-speed streets and ramps. The study has identified two phases of improvements. Phase 1 would be a road diet for Alemaný Boulevard from near the Farmers Market to Bayshore: extend existing bicycle lanes, reduce from three to two lanes in each direction, and other improvements. Phase 2 would construct a new multi-use path from San Bruno Avenue to the Farmers Market, with a new traffic signal and crosswalk. We will present detailed updates

to the Portola Neighborhood Association on September 27th, our Citizens Advisory Committee on September 28th, and the Plans and Programs Committee on October 11th. We plan additional outreach efforts in October at the Alemany Farmers Market, San Francisco Empowerment Center, and Family Connections. For more information, contact Rachel Hiatt at rachel@sfcta.org.

Lombard Crooked Street NTIP Update – Planning Study Working on Developing Recommendations: The Lombard Crooked Street NTIP was developed in response to worsening pedestrian and vehicle congestion resulting from an increasing number of visitors around Russian Hill’s iconic “Crooked” section of Lombard Street. We completed a robust round of data collection to help quantify some of these issues, and used this information to develop an initial range of proposals to address the worsening congestion and its impacts on the surrounding neighborhood. These proposals were presented at a public open house on September 13th, which was well attended by members of the community and elicited much useful feedback, both on the conditions in the neighborhood that residents experience day-to-day as well as ways to address them. Meeting materials, as well as an online survey and feedback form, are posted on the project website, and staff will use this feedback to help develop a set of recommendations over the coming months. For more information, contact Andrew Heidel at andrew@sfcta.org.

Transportation Funding for Clean Air (TFCA) – Potential Guideline Changes Would Benefit Bicycle Projects: Thanks in part to advocacy by our Policy and Programming Division, staff at the BAAQMD are poised to recommend including bike facility upgrades as an eligible project type for TFCA grants next year. Previously, only new bike lanes or paths were eligible. This disadvantaged jurisdictions like San Francisco where we are trying to upgrade existing facilities (e.g. by adding buffers or barriers to more basic bike lanes) in order to make them safer and more attractive to cyclists. In making the case for upgrades, we presented the BAAQMD with research conducted by Portland State University on the Oak and Fell Street protected bike lanes that found a 46% increase in usage after they were upgraded from standard bike lanes. We look forward to working with project sponsors to identify projects that can take advantage of this funding opportunity.

PROJECT DELIVERY

Broadway Chinatown Groundbreaking Ceremony – Project to Provide Safer Streets for All Users: This groundbreaking ceremony will be held on September 29th at 12:00 p.m. at the intersection of Broadway & Powell Streets. This will begin Phase IV of the project, with improvements along the Broadway corridor between Columbus Avenue and the Broadway Tunnel, including improvements near Jean Parker Elementary School. The project will include a re-configuration of the two existing travel lanes in each direction, bulb-outs, raised crosswalks, bus shelters, new street trees, bike sharrows, pedestrian safety improvements, landscaping sidewalks and medians, and the addition of new benches and 42 new street lights. The Transportation Authority has provided almost \$6 million in One Bay Area Grant, Prop AA vehicle registration fees, and the Prop K transportation sales tax funds.

Unity Plaza and Pedestrian Connector Project – October 1 Ribbon Cutting: We are excited to join with the Mayor’s Office, the SFMTA, San Francisco Public Works, the San Francisco Public Utilities Commission and other city departments on October 1st to celebrate the ribbon cutting for the beautiful Unity Plaza and Pedestrian Connector at Ocean and Phelan Avenues. The Prop AA-funded pedestrian connector provides an attractive pedestrian link between Muni’s K-Line stop on Ocean Avenue to its south, the expanded City College of San Francisco campus to its north, and the new City College bus terminal. The connector also leads to Unity Plaza, a landscaped area with trees and plants, and new benches, pedestrian lighting, special artistic pavement, a children’s climbing structure and photo displays depicting the history of the area.

NTIP-funded Improvements on Arguello Boulevard – Pedestrian and Bicycle Improvements Underway: If any of you have been on Arguello Boulevard recently, you will have noticed that the process of striping the new NTIP-funded buffered bike lanes along that street has begun. As a reminder, these buffered bike lanes and enhanced

crosswalk striping are near-term improvements to be completed this fall, and will be complemented by new concrete bulbouts and traffic islands when Arguello Boulevard is repaved in 2017.

Signal Projects Reaching Completion – Prop K and Prop AA Support New and Upgraded Signals Citywide: Several Prop K and Prop AA funded signal projects have reached milestones recently. These include:

- New Signals Contract 62: Signals at seven intersections is complete. The final signal, at 8th and Natoma Streets, was activated July 29th, 2016.
- Franklin and Divisadero Signals Upgrade: New traffic signals and/or pedestrian countdown signals have been activated at 28 of 32 intersections. Full completion is expected by the end of 2016.
- Polk Streetscape Signal Modifications: Signal upgrades funded by Prop K at five intersections. Groundbreaking is anticipated in early October.
- Polk Street Traffic Signal Upgrade: Separate from the Polk Streetscape contract, nine intersections along Polk Street have been upgraded. Groundbreaking is anticipated in mid-October.

More information on all the aforementioned projects funded by the Transportation Authority can be found on at MyStreetSF.com.

MANAGEMENT AND ADMINISTRATION ISSUES

Transportation Fund for Clean Air (TFCA) – Clean Program Manager Fund Audit Released: 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 Gilbert Associates, covered the period between July 1, 2013 and June 30, 2015, and reported 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.

Online Grants Management System Enhancements – Simplified Tracking and Reporting Implemented; On-Line Allocation Request Forms Under Development: We continue to implement data system enhancements which promote customer service, efficiency, and inter-agency communication and coordination. You may have noticed a new format for our Prop K/Prop AA allocation request form, which removes duplicative fields and streamlines the information presented. This is a first step in the process of moving to an online allocation request form that will allow sponsors to submit funding requests through our online grants management system (called the Portal) and makes it easier for us to upload project information and updates to MyStreetSF.com, our interactive project map. Additionally, we have made upgrades to the Portal to organize and display information better. For example, agencies can now report and track progress at the project-level (e.g. Broadway Chinatown) as well as at the grant level (e.g. Prop K, Prop AA, OBAG) which provides a more comprehensive picture of project delivery. I’d like to thank Anna LaForte, Eric Reeves, and Steve Rehn from the Policy and Programming Division, and Bob Masys in the Capital Projects Division, for leading these efforts.