



# Memorandum

**Date:** 05.19.14

**RE:** Transportation Authority Board  
May 20, 2014

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

**From:** Tilly Chang – Executive Director 

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

## REGIONAL, STATE AND FEDERAL ISSUES

**Federal Transportation Reauthorization – President and Senate Committee Release Draft Proposals:** MAP-21, the current two-year federal surface transportation authorization law, expires on September 30. Over the last month both the Obama administration and the U.S. Senate Environment and Public Works Committee have released draft legislation for the successor to MAP-21. The administration's proposal, a four-year bill entitled Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (GROW AMERICA Act) would increase overall transportation funding by 37% above MAP-21 levels with a 70% increase in transit funding. The GROW AMERICA Act would also for the first time ever allow tolling of existing federal-aid highways for rehabilitation purposes. However, it is unclear how the Act proposes to pay for the expanded investment other than through reform of the federal corporate income tax. The U.S. Senate Environment and Public Works Committee's proposal would extend MAP-21 for six years (until 2020) leaving all existing programs in place at current funding levels (adjusted for inflation) with an added emphasis on goods movement through a new formula-based goods movement program. The Senate bill directs U.S. Department of Transportation to study and evaluate three or more sustainable funding alternatives with the help of states and an advisory council, potentially including a fee per mile driven. Other federal committees are expected to weigh in soon. It remains uncertain what shape the final reauthorization will take but Congressional Democrats and Republicans have rejected the GROW AMERICA Act as a non-starter in Congress. We will continue to monitor the reauthorization process and strategically engage in advocacy mainly through entities such as the Metropolitan Transportation Commission (MTC) and American Public Transit Association, and will keep the Board updated over the coming months.

**Cap-and-Trade – New Multi-Year Senate Proposal Released:** Shortly following Governor Brown's release of the May Revise of the 2014/15 State Budget, Senate President Pro-Tem Steinberg released a revised proposal for his multi-year cap-and-trade expenditure program. While the previous proposal set aside a fixed amount of funding for energy, natural resources, and low-carbon transportation programs and split the remaining funds among transit, high-speed rail, complete streets and affordable housing projects, the new proposal does away with set-asides and commits funding by direct percentages: 25% for transit, 20% for affordable housing/sustainable communities, 15% for low-carbon transportation, 13% for renewable and efficient energy, 7% for natural resources and waste diversion, and 20% for high-speed rail. We have been coordination with the Mayor's Office, the San Francisco Municipal Transportation Agency (SFMTA), MTC, Bay Area Congestion Management Agencies and the Self-Help Counties Coalition on advocacy around cap-and-trade and will continue to actively participate in

discussions at the local, regional, and state level over this significant new revenue source.

**Sacramento Lobbying Efforts - Cap-and-Trade, TIMMA and Vision Zero:** On May 5, I traveled to Sacramento with our State Legislative Advocate Mark Watts and Principal Transportation Planner Amber Crabbe to meet with Senator Mark Leno, Assemblymembers Tom Ammiano and Phil Ting, and staff from Senate President Pro-Tem Daryl Steinberg's office. The focus of the meetings was to advocate for San Francisco's interests in the ongoing cap-and-trade discussions and for SFMTA's proposed legislation on an automated enforcement pilot to improve pedestrian safety in San Francisco, which is part of the City's Vision Zero efforts. We also discussed and received support for the clean-up legislation we are seeking related to our recent designation as the Treasure Island Mobility Management Agency (TIMMA) to shield the Transportation Authority's other functions (e.g. Prop K administration) from the business and activities of the new agency. We will provide an update on these legislative efforts at the June Finance Committee meeting.

**CFFEE Roundtable Conference - California's Transportation Infrastructure:** Last week, Deputy Director for Capital Projects Lee Saage and I attended an infrastructure planning and project delivery conference organized by the California Foundation on the Environment and the Economy. The group convened representatives from our State legislature, the Governor's office, industry, environmental and labor groups and local and regional transportation agencies to discuss the transportation and investment challenges and environmental mandates that we face at the state level. Our Presidio Parkway project was featured as the sole project that has been initiated under SB2x4 which authorized public-private partnerships, and which sunsets in 2016. The consensus of the group was that there is a need to expand this authority to support other projects that could benefit from alternative mechanisms for designing, planning, funding, and delivering infrastructure. The group also discussed the need for robust new funding sources such as cap and trade auction proceeds and a potential vehicle miles travelled fee that is being studied by Caltrans.

## LOCAL ISSUES

**Transportation 2030 Update - G.O. Bond Introduced and District Open Houses Underway:** The Transportation Authority continues to support efforts to advance the recommendations of the Mayor's 2030 Transportation Task Force. SFMTA and the Department of Public Works (DPW) are in the process of hosting open houses in each district to provide an opportunity for San Franciscans to learn about the state of the City's transportation system and how the Transportation 2030 proposals would invest in the system. I attended the first two meetings in Districts 5 and 11 which were hosted by Commissioner Breed and Chair Avalos. Transportation Authority staff will be present at each of the open houses and will continue to support technical work related the recently introduced \$500 million general obligation bond and the vehicle license fee, which remains under consideration.

**May a Busy Month for Walking and Biking Activities - San Francisco Celebrates 20<sup>th</sup> Bike to Work Day and Vision Zero Team Participates in California WALKS' Peds Count Conference:** Earlier in May, Mayor Lee and members of the Board of Supervisors participated along with record numbers of the public in the 20<sup>th</sup> Bike to Work Day. We also celebrated the opening of the Polk Street cycle tracks and bicycle signals at Market Street which greatly improved the safety and connectivity of the bicycle network through the area. Prop K and other Transportation Authority-programmed fund sources (e.g., Prop AA, Transportation Fund for Clean Air and the OneBayArea Grant Program) have provided funding for a large number of recently completed bikeway infrastructure projects, including Sloat Boulevard and a gap closure project in the Presidio. These fund sources have also provided funding for significant improvements that are in the works on Masonic Avenue, Second Street, and Mansell Street. And, last week Senior Transportation Planner Ryan Greene-Roesel joined with WalkSF Director Nicole Schneider, Sunny Angulo from

Commissioner Kim's office and Vision Zero agency staff leaders from SFMTA, Department of Public Health and the SF Police Department to share information about the city's goals and efforts to increase pedestrian and traffic safety and reduce severe traffic injuries and deaths to zero by 2024.

**Schlage Lock Development - City Announces Agreement on Housing and Retail Proposal:** On April 28, I participated in a press conference at the site of the former Schlage Lock factory on Bayshore Boulevard celebrating a proposed development agreement that will bring a new mixed-use community to Visitacion Valley, including 1,679 new housing units, and other commercial usage including a much-needed grocery store. If approved by the Board of Supervisors and the Mayor, the Development Agreement will become effective in August. Next month, consistent with the Bi-County Transportation Study adopted by the Transportation Authority Board, we anticipate bringing a request for \$2 million in Prop K funds to accelerate an interim bicycle and pedestrian pathway through the site connecting the existing community to the Bayshore Caltrain station. In addition, the Development Agreement directs some impact fee revenues from the development for Bi-County Transportation Study interim program improvements, such as the Geneva Bus Rapid Transit (BRT) project, which is currently under development. We have been working closely with SFMTA, the Mayor's Office, and the Planning Department to finalize agreements on this and other transportation elements to be included in the Development Agreement, consistent with the Bi-County Transportation Study.

**Inter-Agency Travel Demand Management Strategy - Director Workshop Held:** Yesterday, I hosted a workshop with agency directors from the SFMTA, Planning Department, and the Department of the Environment and key staff to discuss a comprehensive and coordinated Travel Demand Management (TDM) Strategy to manage congestion and promote sustainable transportation choices. The group discussed the Strategy's findings and recommendations and each agency's workplans for the coming year. The TDM Strategy is one of the major deliverables of the Transportation Authority-led TDM Partnership project, which was supported by grants from the MTC's Bay Area Climate Initiatives Grant Program, Prop K and the Transportation Fund for Clean Air, programmed by the Transportation Authority. For more information, please visit [www.sfcta.org/tdm](http://www.sfcta.org/tdm) or contact Ryan Greene-Roesel, Senior Transportation Planner ([ryan.greene-roesel@sfcta.org](mailto:ryan.greene-roesel@sfcta.org), 415.522.4808).

**Potrero Hill Neighborhood Transportation Plan - Concept Development Underway:** Over the last six weeks, the project team has finalized a needs assessment for the study area and is in the process of developing initial concepts. Outreach performed in April confirmed pedestrian safety improvements focused on the popular walking school bus route, transit operational improvements, and transit stop enhancements as community priorities. Based on feedback received from the community, the technical team is currently developing concept designs that will be shared with agency staff and then community stakeholders for refinement in June. After an evaluation process, funding and implementation plans will be created for prioritized projects. We anticipate wrapping up the plan in Spring 2015. For more information, visit the study website ([www.sfcta.org/potrero](http://www.sfcta.org/potrero)) or contact Michael Schwartz, Senior Transportation Planner ([michael.schwartz@sfcta.org](mailto:michael.schwartz@sfcta.org), 415.522.4823).

**Geneva-Harney Bus Rapid Transit - Alternatives Under Development:** This month, technical work on the Geneva-Harney BRT Feasibility Study focused on technical analyses, developing potential alignments and preliminary cross-sections. We also anticipate this month concluding the first round of Study outreach to obtain input on the study Purpose and Need and Evaluation Framework. This outreach involves direct meetings with corridor and citywide stakeholders. The next major round of outreach is slated for July and August, during which the study team will seek input on potential BRT alignments and cross sections. The next Geneva-Harney BRT Community Advisory Committee meeting is scheduled for June 19. For more information, please visit [www.genevabrt.org](http://www.genevabrt.org) or contact Rachel Hiatt, Principal Transportation Planner ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

**Columbus Avenue – Interagency Public Outreach Event Held:** On May 6, we supported a public outreach event organized by SFMTA to provide information and obtain input on a set of Columbus Avenue transportation improvements that were recommended in our 2010 Columbus Avenue Neighborhood Transportation Study for the street. Representatives from the DPW, Planning Department, Central Subway project, and the Transit Effectiveness Project were also in attendance. The purpose of the meeting was to present and seek feedback on revised designs for Columbus Avenue following outreach conducted last fall for this Prop B street funded project. Along with resurfacing on Columbus from Filbert to Washington, SFMTA proposes to install pedestrian and transit bulbs and other pedestrian safety treatments at Green/Stockton, Vallejo, and Grant. SFMTA will also pilot a buffered bike lane between Broadway and Washington. For more information about the Columbus Avenue NTP, see [www.sfcta.org/columbus](http://www.sfcta.org/columbus) or contact Rachel Hiatt, Principal Transportation Planner ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

**Treasure Island Mobility Management – Work Advances on Four Fronts:** Staff advanced Treasure Island Mobility Management activities this month on four fronts: agency formation, planning studies, system engineering design, and fundraising. In addition to legislative efforts described above, we also advanced Mobility Management planning studies by completing a preliminary draft demand and financial profile of the Treasure Island Mobility Management Program, including alternative toll policy scenarios. We expect to bring an update to the study Technical Advisory Committee on this work in June and to the Treasure Island Development Authority (TIDA) and Transportation Authority Boards in July. Finally, as design for the first major phase of the development project begins this summer, we will initiate conceptual design of the toll system. This month, we drafted a Request for Proposals for System Engineering Management services, and held an outreach and networking event for Disadvantaged Business Enterprises. With support from TIDA, we plan to commence systems engineering this fall. Last but not least, we submitted a pre-proposal for the Federal Highway Administration's Advancing Planning through Innovation and Research grant program. If successful, the grant award would support continued planning and policy analysis of the Mobility Management Program. For more information, visit the Study website ([www.sfcta.org/timma](http://www.sfcta.org/timma)) or contact Rachel Hiatt, Principal Planner ([rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org), 415.522.4809).

**Balboa Park Station Area Circulation Study – Community Advisory Committee Supports Final Report:** We have drafted a Final Report for this study and received agency and community support for the recommendations. The recommended alternative comprises several elements, including a re-configuration of the southbound I-280 off-ramp to Ocean Avenue from a high-speed merge to a signalized intersection, closure of the I-280 northbound on-ramp from Geneva Avenue, and a new northbound frontage road connecting Geneva Avenue to Ocean Avenue on the east side of I-280. Staff the SFMTA, BART, and Caltrans have reviewed and voiced support for the document's findings and recommended alternative to advance for further study and implementation. In late April, we presented the findings to the Balboa Park Community Advisory Committee (BPCAC) and community groups in the station area. The Final Report received a supportive action by the BPCAC, resulting in relatively minor modifications and clarifications to the report's recommendations. Next month, we will bring the Final Report to the Plans and Programs Committee and Board for adoption, along with a concurrent Prop K appropriation request to help flesh out the implementation strategy for the recommended near-term improvements. For more information, visit [www.sfcta.org/balboa](http://www.sfcta.org/balboa) or contact Chester Fung, Principal Transportation Planner ([balboa@sfcta.org](mailto:balboa@sfcta.org) or at 415.522.4804).

## MANAGEMENT AND ADMINISTRATION ISSUES

**Annual Fiscal Audit – Work Underway:** Two weeks ago, our independent auditors, the firm of Macias, Gini & O'Connell, LLP began the Transportation Authority's annual fiscal audit for Fiscal Year 2013/2014. The

auditors have been on-site starting week of May 5 and will return in September. The audit will be completed by October. We will be bringing the audit report to the Finance Committee and Transportation Authority Board in December. I anticipate a clean audit report.

**Enterprise Resource Planning (ERP) Project - Kick-off and Knowledge Transfer Sessions Held:** In late April, Transportation Authority staff and Tyler Technologies held a successful kick-off meeting followed by a week-long knowledge transfer session to begin the implementation of the current accounting system to the new ERP system. The ERP system will enhance strategic decision making, reporting and forecasting, streamline access to relevant information and processes, reduce paper and redundant data entry in addition to many other benefits. By the end of the meetings, both Transportation Authority staff and Tyler Technologies agreed it would be a smooth transition into the new ERP system in September.