




Memorandum

Date: 12.16.14

RE: Transportation Authority Board
December 16, 2014

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

From: Tilly Chang – Executive Director 

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

REGIONAL, STATE AND FEDERAL ISSUES

Caltrain Electrification/High-Speed Rail – Compatibility Discussions and Analyses are Making Headway: As we have reported previously, uniform platform height and train width compatibility are essential to the success of the Caltrain/High-Speed Rail Blended System for the San Francisco Peninsula. Over the past few months, the Peninsula Corridor Joint Powers Board, which operates Caltrain, and the California High Speed Rail Authority (CHSRA) have been working jointly and cooperatively to address the myriad technical aspects and complexities related to the adoption of a common platform height that will work for both systems. An analysis of the options available, together with the trade-offs related to each option, is currently under way. On December 8, the Land Use Committee of the Board of Supervisors conducted a hearing on compatibility, in which the Transbay Joint Powers Authority (TJPA), Caltrain, and the CHSRA presented an update on their efforts. On December 11, a similar hearing took place at the TJPA Board meeting. Based on the information provided at those hearings and at the Peninsula Corridor Working Group, we are cautiously optimistic that the two agencies will be able to reach an agreement on a common platform height over the next couple of months. Caltrain and CHSRA have indicated that they expect to have a resolution in February or March 2015. Both agencies are planning to issue their respective Request for Proposals for vehicles in June 2015. For Caltrain, this will follow a policy action by the PCJPB in the March-April timeframe. We will continue to closely monitor the progress as well as provide any necessary assistance leading to the successful resolution of this important issue.

OneBayArea Grant (OBAG) – MTC's Proposes Adding Additional Year to Cycle 1, Draft Cycle 2 Schedule Released: This week the Metropolitan Transportation Commission's (MTC's) Programming and Allocations Committee recommended approval of some minor adjustments to OBAG Cycle 1. The most significant change would be adding a fifth year (Fiscal Year 2016/17) to Cycle 1 (which spanned Fiscal Year 2012/13 through 2015/16) to minimize the impact of the significant funding shortfall of about \$126 million due to reduced federal revenues. The primary reasons for the funding shortfall include 1) the Bay Area's lower population growth rate in relation to the rest of the state, and changes in Congestion Management and Air Quality Improvement Program funding weighting factors; 2) original OBAG revenue projections that were based on Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) extensions and artificially high due to the redirection of earmark funds to formula programs; and 3) Caltrans's increased off-the-top takedown of federal funds for oversight of local programs. The additional year fully funds the OBAG grants awarded during the four-year cycle and includes \$27 million in new funding for ongoing regional programs (\$17 million), County Safe Routes to School (\$3 million; San Francisco share \$191,000); and Congestion Management Agency (CMA)

planning (\$7 million). For Cycle 2, MTC staff has proposed approving any revisions to policies and programs in Fall 2015, after which CMAs can start soliciting projects. For additional information, contact Amber Crabbe at Amber.Crabbe@sfcta.org or 415.522.4801.

LOCAL ISSUES

Late Night Transportation Study - Draft Findings and Preliminary Recommendations Unveiled at Fourth Working Group Meeting:

Our work in support of the Late Night Transportation Study is moving towards completion with a very productive fourth working group meeting to discuss draft findings and potential solutions held last week. We have considered more than fifty possible solutions to address five key needs areas: 1) availability of travel choices 2) speed and reliability of travel choices 3) safety and security; 4) awareness, comfort and convenience; and 5) cost and equity. The Study team is seeking feedback from the Working Group and other interested members of the public through January 7. From there, the Study team will compile a draft final version of findings and recommendations for the Working Group to endorse at its final meeting in February, after which the effort will be translated into a laid out public-facing strategy document to guide next steps in improving this sector's travel choices. For more information, contact Liz Brisson (415.522.4838 or liz@sfcta.org) or visit nightlifesf.org/working-group-formed-to-study-improving-late-night-transportation.

Vision Zero Committee Meeting Held - Progress is Being Made on all 5 "E's": The Transportation Authority's Vision Zero Committee met on December 11, 2014. At the meeting, San Francisco Municipal Transportation Agency (SFMTA) staff reported that 9 of the 24 Vision Zero projects have been completed to date. Safe Streets SF, an educational and enforcement partnership, has continued to roll out, and over 950 people have currently taken the pledge for safe streets as a part of the program. As of September 30, 2014, there has been a 54% increase in citations issued as compared to the same period in 2013. Of all the citations issued, 24% were for the "Focus on the Five" collision factors: Speeding, red light violations, stop sign violations, failure to yield to a pedestrian in a crosswalk, and failure to yield while making a left or U-turn. Overall, as of December 3, 2014, SFPD reports 28 traffic fatalities in San Francisco. This is the same number as 2013 for the same time period. The Vision Zero Steering Committee is developing a two-year strategic plan to guide city agencies' Vision Zero-related efforts over the next two years. For more information, please contact the Vision Zero agency steering committee chairs, Megan Wier (megan.wier@sfdph.org) or Tim Papandreou (timothy.papandreou@sfmta.com). The Vision Zero Committee meets quarterly. The 2015 schedule will be set in January/February 2015.

Potrero Hill Neighborhood Transportation Plan - SFMTA to Applying for Lifeline Transportation Program (LTP) Funds:

The Transportation Authority is leading this community-based transportation plan funded by a grant from the MTC intended to fund planning efforts in Communities of Concern, and Prop K half-cent sales tax funds. Over the past month, the project team developed conceptual designs for traffic calming and transit stop amenities at five intersections around the Potrero Annex and Terrace sites. Coupled with numerous community charrettes and other outreach to date, the SFMTA felt that the improvements would be a good fit for the LTP and that the drawings were at a sufficient level of readiness to support an application for the LTP call for projects that the Transportation Authority is currently holding. If the grant application is recommended for LTP funds, then the traffic calming and transit stop improvements identified in the near final draft plan would be fully funded and implementation, led by the interagency Pavement to Parks Program, could begin as early as the fall of 2015. The Neighborhood Transportation Plan effort, scheduled to be completed in February 2015, has already acquired Eastern Neighborhoods Developer Impact Fee funding for lighting behind Potrero Hill Recreation Center to complement the successful walking school bus program. Other priorities include enhanced transit service in the area, potentially through the implementation of a private shuttle. Finally,

the Potrero Hope SF Master Plan Environmental Impact Report/Statement is available for public review and comment through January 7, 2015. For more information, please contact Michael Schwartz (michael.schwartz@sfcta.org) or visit www.sfcta.org/potrero.

Prop K Neighborhood Transportation Improvement Program (NTIP) – Planning Projects Under Development in Several Districts: Transportation Authority and SFMTA staff continue to work closely with several of your offices to further the NTIP planning and capital programs. We have been vetting NTIP project proposals for District 6, which includes a shared street planning project for the Sumner and Clementina alleys in the South of Market. We are also actively working with other Board members on potential NTIP planning grant proposals in District 10 and District 11. The District 10 NTIP planning effort will focus on improving safety and security for pedestrians and bicyclists at the Hairball (U.S. 101, Cesar Chavez Street, and Bayshore Boulevard). Traffic calming on San Jose Avenue south of I-280 to Balboa Park is being considered as a potential District 11 NTIP planning project. For more information, please contact NTIP Coordinators Anna LaForte (Transportation Authority) at 415.522.4805 or anna@sfcta.org or Craig Raphael (SFMTA) at 415.701.4276 or craig.raaphael@sfmta.com.

PROJECT DELIVERY

Traffic Management Center Opens – Advances Effort to Cut Congestion, Furthers Vision Zero Goals: The Transportation Authority congratulates Mayor Ed Lee, SFMTA Director Ed Reiskin and SFPD Chief Greg Suhr on the opening of the city's new Traffic Management Center. The center at 1455 Market Street consolidates traffic-control personnel from the SFMTA and SFPD who previously were dispersed in different offices. From the TMC these agencies will monitor real-time traffic data and live video feeds to deploy traffic control officers where they are needed to alleviate congestion on city streets. The Transportation Authority allocated \$101 million in Prop K half-cent sales tax funds to help fund the TMC. By reducing congestion the TMC can boost pedestrian and motorist safety, contributing to San Francisco's Vision Zero policy.

Prop AA and Prop K Fund Civic Center BART/Muni Bike Station – Construction to Begin This Month: Construction of a new bike station at the Civic Center BART/Muni Station will begin in February 2015. The project will add 150 new bike parking spaces in a new bike station on the concourse level of the station, and will be accessible to both BART and Muni patron riders. The bike station will feature a self-service controlled access section, an open-access parking section, and a self-serve fix-it station. The project will also upgrade existing bike racks inside the paid area of the station--accessible only to BART riders--by improving pedestrian flow around the racks and more efficiently using the existing bike parking space. Using Prop AA vehicle registration fee revenues, Prop K half-cent sales tax, and state Prop 1B funds programmed through MTC's Lifeline Transportation Program, BART anticipates that the racks will be open for use by early 2016. For more information on this and other Transportation Authority-funded projects, visit www.MyStreetSF.com.