



Memorandum

Date: 6.24.19 **RE:** Board
June 24, 2019

To: Transportation Authority Board: Commissioners Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton, and Yee

From: Tilly Chang – Executive Director

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

REGIONAL, STATE, AND FEDERAL ISSUES

Milestone for BART’s Transbay Corridor Core Capacity Project - U.S. Department of Transportation

Allocates \$300 Million: On June 20, the Federal Transit Administration (FTA) announced its approval of BART’s application to advance the Transbay Corridor Core Capacity Project into the engineering phase of the FTA’s Capital Investment Grant (CIG) Program, representing a significant funding milestone for the project. The FTA also announced that it will allocate \$300 million toward the project, helping BART get closer to securing the full \$1.17 billion it is requesting from the CIG program. BART’s core capacity project is critical to helping San Francisco and the region support current and planned growth in the urban core and reliability systemwide. BART currently operates 23 trains per hour (213 cars) in each direction through the Transbay Tube between San Francisco and Oakland during peak commute hours. With further ridership increases expected, BART is working to expand to 30 ten-car trains in each direction per hour with the Transbay Corridor Core Capacity Project. The project’s main components include upgrading the train control system, enhancing traction power systems, purchasing additional BART cars, and expanding maintenance facilities to keep the larger fleet in as state of good repair. The total cost of the Transbay Core Capacity Project is \$3.5 billion with approximately \$1.5 billion in local funds already committed including \$460 million from BART’s Measure RR bond program, \$500 million from Regional Measure 3 and \$318 million from the California State Transportation Agency’s Transit and Intercity Rail Capital Program.

Appreciation for BART General Manager Grace Crunican - BART General Manager set to Retire on July 6:

On behalf of Transportation Authority staff, I would like to would like to thank Grace Crunican for her more than 7 years of outstanding service as General Manager of BART. Through her leadership, BART was able to successfully place Measure RR before the voters in November 2016 authorizing \$3.5 million in bonds to help rebuild the aging BART system – an essential component of San Francisco and the region’s transit system. Under her leadership, BART advanced the critical Transbay Core Capacity Program and partnered with San Francisco agencies to modernize stations, repair escalators and elevators and improve access at all San Francisco stations, particularly Balboa Park Station and all of the BART/Muni Market Street stations. Measure RR is also providing early planning funds for 2nd Transbay Rail Crossing studies for BART and standard-gauge rail. Under Grace’s leadership, BART has also approved 20% adult Lifeline fare discounts and advanced customer-service initiatives such as the Elevator attendants at Powell and Civic Center. We thank her for her tireless advocacy of transit and partnership with San Francisco through the years, and wish her the best in her retirement and future endeavors.

Exploring Priority for Transit Riders at SFO –Following a request by Chair Peskin and BART Chair Bevan Dufty to learn more about a program at Boston’s Logan Airport that provides users of Massport’s

Logan Express transit service with priority for going through airport security at Logan, staff researched the Logan program and set up coordination calls with SFO, BART and SamTrans staff to explore the possibility of pursuing a similar idea at SFO. In Boston, transit riders are able to access a priority security line, through a partnership between Massport, the Transportation Security Administration, and the air carriers. One goal of the Massport program is to shift air traveler arrival modes from Transportation Network Company's (TNC's) like Lyft and Uber to transit. With BART, SamTrans, and SFO staff, we discussed the potential for a similar preferential treatment for SFO travelers who take public transit to the airport. BART, SamTrans, and SFO staff are interested in further exploring the idea and we will report back on the next steps at a future meeting.

Assembly Bill (AB) 1112 (Friedman) - Shared Mobility Bill Substantially Amended; Now a 2-year Bill: The Transportation Authority Board adopted an oppose unless amended position on AB 1112 upon first read at the June 11 meeting and will consider final approval today. This is the industry-sponsored bill that would have effectively tied the hands of local jurisdiction to regulate shared mobility devices, prohibiting key features of SFMTA's current permit including requirements meant to address equity in low income communities. We are pleased to report that on June 19, the bill was substantially amended and while we were encouraged by the direction the author was taking the language, it didn't go far enough for us to recommend a change to our oppose unless amended position. We have just heard that AB 1112 has become a 2-year bill, which gives us the opportunity to continue working with the San Francisco Municipal Transportation Agency (SFMTA), other public agencies, and the author to address our concerns before the bill is revisited next year.

LOCAL ISSUES

Affordable Housing and Sustainable Communities (AHSC) Grant Awarded to Treasure Island: On June 11, the Strategic Growth Council announced the award of \$402 million in Fiscal Year 2018/19 cycle AHSC grant funding. We supported the application submitted by Mercy Housing together with the Treasure Island Development Authority (TIDA) for \$20 million in AHSC funding. The Strategic Growth Council awarded the full request to the Treasure Island project, of which \$15 million will fund affordable housing construction on the Island, and \$5 million will fund supporting transportation improvements. The latter includes construction of a bicycle-pedestrian path connection on Yerba Buena Island between the San Francisco-Oakland Bay Bridge East Span touchdown and the new Treasure Island ferry terminal, as well as electric buses for AC Transit to operate the new east bay transit service.

Lombard Crooked Street Pricing and Reservations Study - Outreach to San Francisco Travel Industry: This month, we presented the draft recommendations of the Lombard Crooked Street Pricing and Reservation Study to staff and members of SF Travel and its Policy Advisory Committee. We have incorporated travel industry feedback, which focuses on customer friendliness, communication, and visitor costs, into the design of the concept. We plan to bring the Study recommendations to the CAC, including at its June 26 meeting and to the Board for initial consideration in July. Meanwhile, AB 1605 (Ting), which would grant the Board of Supervisors the ability to authorize a pricing and reservations program for Lombard, advanced out of the Governance and Finance Committee and heads next to the Senate Transportation Committee on July 9.

MANAGEMENT AND ADMINISTRATION

Transportation Authority Participation in "Public Agency Night" at the San Francisco War Memorial: On May 22, staff participated in the Construction Management Association of America

(CMAA) Norcal Chapter and Women's Transportation Seminar SF Chapter (WTS) Public Agency Night in the Green Room of the War Memorial. The goal of the event was to educate CMAA and WTS members about the state of infrastructure, buildings and transportation industries in the Bay Area and to bring together public agencies and consultants to network and learn about upcoming projects. The Transportation Authority was one of 20+ public agencies staffing tables at the event with procurement information. Keynote speakers included Charissa Frank, President of FMG Architects and a WTS Small Business Liason and Alix Bockelman, Deputy Executive Director of Policy at the Metropolitan Transportation Commission.

Agency DBE/LBE/SBE Achievement - Quarterly Progress Update: The Transportation Authority is committed to providing Disadvantaged Business Enterprise (DBE), Local Business Enterprise (LBE), and Small Business Enterprise (SBE) firms with the maximum feasible opportunity to participate in contracts funded with federal, state, and local dollars. We track our DBE/LBE/SBE achievement for vendor contracts on a quarterly basis, in addition to tracking it by calendar year which is presented to the Board through the Annual Report each January. During the period from July 1, 2018 through March 31, 2019, we made 30% of our vendor payments to DBE firms, 27% to LBE firms, and 25% to SBE firms. Note that this does not include payments to other government agencies or non-profit organizations, nor agency operating expenditures. We look forward to building on this achievement for the upcoming quarter.