



Memorandum

RE: Board, December 17, 2019
DATE: December 17, 2019
TO: Transportation Authority Board: Commissioners Peskin (Chair), Fewer, Haney, Mandelman, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee
FROM: Tilly Chang - Executive Director
SUBJECT: Executive Director's Report – **INFORMATION**

REGIONAL, STATE AND FEDERAL ISSUES

Federal SAFE Rule - Delivery of California Projects at Risk Under New Federal Policy: On November 26, the National Highway Traffic Safety Administration's Safer, Affordable, Fuel-Efficient (SAFE) Vehicle Rule went into effect, rolling back national fuel efficiency standards and invalidating California's more ambitious clean car standards and electric vehicle mandates. One consequence is that California must update its air quality conformity model to accommodate the new standards. Until the new model is certified by the Environmental Protection Agency (EPA), transportation projects that are not exempt from air quality conformity analysis (e.g. generally projects that change roadway or transit capacity) will be unable to receive federal environmental approval and new capacity changing projects will be unable to access federal funds. State agencies are working on a strategy to update the air quality model, however the EPA has not issued guidance on how it will interpret the SAFE Rule, and therefore it is uncertain whether the process will take weeks, months, or even years to resolve. Meanwhile, we are working with the Metropolitan Transportation Commission, Caltrans and project sponsors to try and clarify implications, identify projects that may be impacted, and determine strategies to keep projects moving. We will keep the Board apprised as we learn more.

California Air Resource Board - Clean Miles Standard: Senate Bill 2014 - the Clean Miles Standard and Incentive Program - passed in 2018, requires CARB to establish baseline emissions of greenhouse gasses (GHG) for vehicles used by transportation network companies (TNCs) on a per-passenger-mile basis, and then adopt annual GHG reduction targets, to go into place in 2023. On September 25, 2019, CARB presented their draft baseline emissions methodology and draft 2018 baseline emissions estimates. This estimate finds that TNCs produce 75% more emissions per passenger mile than the California private auto fleet. The Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) have met with CARB staff to discuss methodology, assumptions, and results. The purpose of these meetings is to give feedback to CARB on the draft results and guidance



for setting reduction targets. SFMTA and Transportation Authority staff are in the process of submitting a joint letter to CARB.

Potential Regional Transportation Measure - FASTER Bay Area: At both the state and regional level, the conversation about a potential new regional transportation measure continues. The FASTER Bay Area Coalition, led by SPUR, the Bay Area Council and Silicon Valley Leadership Group, has convened a technical advisory group comprised of county transportation agencies and the region's transit operators. We are actively participating in this group and coordinating with the SFMTA and regional transit operators in San Francisco, as well as with the Mayor's office. The proponents are working on legislative language to potentially be introduced in January, under Senator Beall's spot bill, Senate Bill 278. We anticipate bringing an update on a potential regional measure to our Board in January.

Caltrain Prepares for Potential Revenue Measures - Nine County Regional Measure and 3-County Caltrain Measure Under Consideration for November 2020. At a Peninsula Corridor Joint Powers (PJPB) Board workshop on November 21, the PJPB directed staff to advance preparations for both the FASTER Bay Area (a one-cent, nine county sales tax) and SB 797 (Hill, 2017)(a 1/8 cent, three PCJPB county sales tax) efforts. Both funding measures are moving in parallel with the understanding that only one should proceed to the ballot to improve chances of the required 2/3 voter approval. The potential 1/8 sales tax authorized by SB 797 can be used for Caltrain capital and operating purposes and requires approval of 7 entities: the Board of Supervisors from San Francisco, San Mateo and Santa Clara Counties; the San Francisco Municipal Transportation Agency (SFMTA); Samtrans; VTA; and the PJPB. To make a November 2020 ballot, all 7 aforementioned bodies would need to take actions to approve placing a Caltrain measure on the ballot by early August. This means the counties and transit agencies would need to reach consensus on an expenditure plan by March and initiate approvals in the April to July timeframe. Caltrain estimates that a 1/8 cent 3-county measure will generate about \$95 million per year. The FASTER coalition anticipates that a 9-county measure would generate about \$100 billion. We are working with the SFMTA and Planning Department at the staff level to support our Caltrain Directors and Board members.

Downtown Extension (DTX)- TJPA Board Discusses Expert Panel Recommendations; Funding Requests and Memorandum of Understanding to Support Two-year Work Program are Under Development: On November 14, John Fisher, a member of the Expert Peer Review Panel presented the findings from the Peer Review to the Transbay Joint Powers Authority (TJPA) Board. Unfortunately, a fire alarm ended the meeting before the TJPA Board could discuss the item. They were able to hold that discussion last week on December 14. We are now working with TJPA staff to finalize a Prop K allocation request to cover TJPA activities during the recommended 2-year work program period, which includes project phasing and engineering design work. We are also preparing a concurrent appropriation to support enhanced oversight and planning, funding and project delivery support for the DTX two-year work program for the Board's consideration in January. We hope to gain consensus on the key MOU provisions that will determine the roles and responsibilities of the Integrated Project Team, Executive Steering Committee, and TJPA during the two-year work program.



LOCAL ISSUES

Muni Reliability Working Group Concludes its Work: Convened by Mayor Breed, Comm. Mandelman and Chair Peskin, the Muni Reliability Working Group, completed its work last week. I participated in the group along with Comm Safai's office. The group's charge was to recommend short-term priorities and changes to the new SFMTA Director, Jeff Tumlin, that are necessary to improve Muni performance. At the top of the list of recommendations is to focus on hiring and retention of Muni's workforce, including hiring drivers, promoting and adding supervisors, and hiring more electricians and maintenance workers. In addition, the agency needs to replace its outdated train control system, add service to close equity gaps and continue to implement on-street priority treatments to address congestion. The Controller's office will issue a final report in January and we hope to agendize a presentation of the Task Force's recommendations to the Board soon thereafter.

Downtown Congestion Pricing Study - Policy Advisory Committee and Congestion Survey Launched: The study's Policy Advisory Committee of key stakeholder representatives held its first two meetings on November 21 and December 12 to share and gather input on the study's proposed process, public engagement strategy, goals, and initial existing conditions findings. We also launched a survey to better understand how traffic congestion affects San Francisco residents, visitors, and workers and held the first Technical Advisory Committee. A major round of public engagement activities will begin in early 2020, including workshops and other events to gather further input on the study goals and work with stakeholders to develop potential policy scenarios for consideration. To find more information about the study, take the congestion survey, and sign up for notifications of upcoming engagement activities, visit sfcta.org/downtown..

I-80 Eastbound Off-Ramp/Southgate Road Relocation Project - Update: Caltrans gave final funding approvals to the Transportation Authority for the I-80 Eastbound Off-Ramp/Southgate Road Relocation project in late November 2019. Construction contract advertisement started on December 3, 2019. We will hold a pre-bid meeting tomorrow December 18, 2019 on Treasure Island at 1:00 p.m. Bid opening is scheduled for January 14, 2020 at 1:00 p.m. Engineers estimate for the project is \$26.5 million. The project will be funded with combination of Federal Highway Bridge Program, State Proposition 1B, and BATA funds. We have established a DBE goal of 16% contract, as well as included aspirational provisions for local hire in the construction contracting documents. We anticipate bringing the contract to the Board for approval in February 2020, issuing a Notice to Proceed in March 2020. We are targeting Spring 2022 as the open for use date. For more information, please visit the project website at <https://www.sfcta.org/projects/southgate-road-relocation>.

PROJECT DELIVERY

TFCA-Funded EV Fast Charger Installation - 2 Locations Identified: With the 2018 and 2019 TFCA calls for projects, the Board approved TFCA funds for the installation of eight new DC fast chargers for electric cars and 20 slower "level 2" chargers. While the installation of these



chargers has not been as quick as we'd hoped, we are excited to announce that one of our grantees, EVgo, has identified locations for fast chargers at the Lucky supermarket at Masonic Avenue and Fulton Street in District 5 and the Safeway at 7th Avenue and Cabrillo Street in District 1 that they expect to install in the next few months. These locations are both in dense, mixed-use neighborhoods that don't currently have publicly available fast chargers, so we expect these new chargers to be well used by EV drivers. We will continue to work with grantees to identify locations for the remaining chargers and get them installed and available for public use.

GEARY BOULEVARD PAVEMENT RENOVATION - CONSTRUCTION TO START IN EARLY 2020: We are pleased to report that Public Works expects to give their contractor a Notice to Proceed in January 2020 to start repaving 28 blocks of Geary Boulevard, between Van Ness Avenue and Masonic Avenue. Funded by the Prop AA vehicle registration fee, this is the paving portion of the larger Geary Rapid Project and will include some sidewalk construction and new curb ramps. We expect that the contractor will need time to mobilize their construction equipment and personnel, but the public can expect to start seeing this work being done early next year. This paving work is being coordinated with San Francisco Public Utilities Commission sewer and water upgrades, fiber optic communications installation. In addition, the paving supports the SFMTA's transit and pedestrian infrastructure improvements that will help tens of thousands of San Franciscans travel the corridor more safely and efficiently.

MANAGEMENT AND ADMINISTRATION

Director Chang elected to ITS America Board, named Smart Infrastructure Task Force Co-Chair: Along with other industry leaders including CA Secretary of Transportation David Kim, I was honored to be elected to the board of the Intelligent Transportation Society of America's Board last week. ITS America is an association of public and private entities that work to advance research and deployment of transportation technologies and policies such as for the achievement of Vision Zero. I have also been asked to co-Chair the Smart Infrastructure Task Force which is charged with providing input on the Federal FAST Act re-authorization and AV Start (automated driving) legislation. Our staff coordinate with SFMTA, CCSF/Mayor's Office and MTC regularly on these issues.