



Memorandum

Date: 07.25.17 **RE:** Transportation Authority Board
July 25, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee (11)

From: Tilly Chang – Executive Director *TTC*

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

REGIONAL, STATE AND FEDERAL ISSUES

State Cap and Trade Program – Extension Approved Through 2030: Last week, state lawmakers approved a 10-year extension of California's cap-and-trade program by a two-thirds majority. The legislation, Assembly Bill 398, will continue the program through 2030. This follows through on Governor Brown's promises to adhere to climate change goals of the Paris Climate Agreement, even after President Trump withdrew the country from the pact. 60% of revenues from the current cap-and-trade program are continuously appropriated to transportation projects, including High-Speed Rail, low-carbon transit operations, and transit and intercity rail capital projects including over \$85 million for new Muni light-rail vehicles. It is still unclear how revenues from the extended program will be appropriated, but we understand it will be a main legislative focus for next year, with many competing interests vying for funding. We will continue to track the program and will report back as negotiations progress.

Regional Measure 3 (RM3)/Senate Bill (SB) 595 – Passes Out of Assembly Transportation Committee: On July 13, the "Regional Measure to Improve Mobility in the Bay Area Bridge Corridors" [SB 595 (Beall)] achieved a major milestone, passing out of the State Assembly Transportation Committee. The bill was amended to allow the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority, to place a toll increase of up to \$3 on the ballot (election unspecified) in all nine Bay Area counties. The bill now includes a significant amount of detail including the framework for an expenditure plan with category names and dollar amounts, but no descriptions. In its current form, the bill appears to fund a significant portion of San Francisco's RM3 priorities as highlighted in the list below. The full list can be found on page 6 of the legislation. SB 595 also caps the amount of revenues that can be used for operations at 16% and establishes annual amounts for the Transbay Terminal (\$5 Million (M)), Ferries (\$35M), and Regional Express Bus (\$20M). We want to thank our delegation, Senator Wiener and Assemblymembers Ting and Chiu, and their staff for their hard work on RM3, and we will continue to work with their offices as the bill continues to move through the legislative process. Similarly, we are appreciative of the efforts of our MTC Commissioners. Next stop for SB 595 is at the Assembly Appropriations Committee meeting this August, where it is likely to be amended further.

- Caltrain Downtown Extension: Transbay Terminal Phase Two (\$350M)
- MUNI Expansion Vehicles (\$140M)
- Core Capacity Transit Improvement Serving the Bay Bridge corridor (\$140M)
- New Transbay BART Tube and Approaches (\$50M)
- Corridor Express Lanes (\$300M) - identifies US 101 in San Francisco as a candidate
- Bay Trail/Safe Routes to Transit (\$150M)

- Ferries: new vessels to add frequency to existing routes service expansion (\$325M) - including in San Francisco

Plan Bay Area (PBA) 2040 – Final Approval Scheduled for July 26: On July 26, MTC and the Association of Bay Area Governments (ABAG) Executive Board will adopt PBA 2040, the Bay Area’s long-range Regional Transportation Plan and Sustainable Communities Strategy. The two and a half year planning effort brought together elected officials, government agencies, advocacy organizations, and members of the public to envision how we want to grow as a region and invest \$300 billion in transportation funding over the next quarter century. We partnered with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department and other agencies to advance San Francisco’s transportation and land use priorities, which are reflected in the final plan. We look forward to celebrating PBA 2040 approval alongside our MTC Commissioners and ABAG Board Members Wednesday night at 7:00 p.m. at the Bay Area Metrocenter at 375 Beale Street.

Caltrain Electrification – Groundbreaking Event Held: On Friday, July 21, I attended the groundbreaking event for the Caltrain Electrification project along with our Clerk, Steve Stamos, and several hundred political leaders and transportation officials. The event was held at the Millbrae Transit Center along the Caltrain tracks, with Caltrain and BART trains bustling in the background. The celebration was showcased by a high-profile lineup of state and local elected officials, with remarks by Governor Brown, House Minority Leader Pelosi, Congresswoman Jackie Speier, State Senator Wiener, Assemblymember Ting, and Mayor Lee, to name a few. The project is already underway, with new electrified trains scheduled to arrive in 2019 and to be put in service by 2021. Project benefits include improved train performance, increased capacity and service, reduced fuel costs and engine noise, and environmental benefits through improved local air quality and reduced greenhouse gas emissions. The One Bay Area Grant program item on today’s agenda provides another tranche of San Francisco’s local contribution to Caltrain Electrification, leaving about \$5 million of San Francisco’s \$60 million commitment to be secured for this \$1.98 billion project.

Automated Vehicle Symposium – Three Staff Present on Local Initiatives: At the annual conference of the Association for Unmanned Vehicle Systems International (AUVSI), held July 10-14 in San Francisco, myself and two staff members presented on San Francisco’s Plans for automated vehicles. I participated in a breakout panel on “Making Automation Work for Cities”, conveying our work as congestion management agency developing the Emerging Mobility Services and Technology project and Mobility as a Service concepts on Treasure Island. Deputy Director for Planning Jeff Hobson participated in a panel on “Shared Mobility”, discussing the Transportation Authority’s role as researcher, policy body and sponsor of pilot projects. Lastly, Principal Planner Rachel Hiatt presented a poster and participated in a breakout panel on “Public Transport and Shared Mobility”, describing the Transportation Authority’s plans for an automated vehicle shuttle circulator on Treasure Island.

LOCAL ISSUES

San Francisco Transportation 2045 Task Force – Second Meeting Held: The second meeting of the San Francisco Transportation 2045 Task Force was held yesterday on July 24, where we had productive discussions about equity in transportation and about a framework for organizing the wide range of needs of our transportation system. The equity conversation included presentations on a few of the City’s existing equity initiatives, such as the SFTP Equity Analysis, the Muni Equity Strategy and the Vision Zero work led by our Vision Zero Committee, as well as a small-group break-out session to discuss future needs. The second part of the meeting focused on the Expenditure Plan framework established in Proposition J (Prop J) from November 2016. While the revenue mechanism proposed to fund the Expenditure Plan (a general fund sales tax, Prop K) failed, the framework for Prop J proved popular with

the voters who approved it by 67%. We look forward to continuing to work with the new co-chairs, interagency colleagues and Task Force members as this process moves forward. Materials from yesterday's meeting are available at sftransportation2045.com. Comments or questions about the process can be directed to sftransportation2045@sfgov.org.

ConnectSF – Futures Task Force Develops Future Scenarios: ConnectSF is a multi-part long-range transportation planning effort between the Transportation Authority, Planning Department, the SFMTA, and the Office of Economic and Workforce Development (OEWD). The Transportation Authority has been participating in the 2065 Vision development, using a scenario planning approach, a tool most often used by businesses to do long-range strategic thinking. This approach uses uncertainties and looks at how San Francisco can prepare and plan for plausible futures. Staff has refined four plausible future scenarios that were initially developed by the Futures Task Force in June. Staff will present these scenarios to Task Force members in a series of webinars during late July and early August, after which staff will present these concepts to 15 focus groups and an online survey in late August through September. This additional outreach is intended to supplement the Futures Task Force and seek the input of Communities of Concern and others who weren't as well represented at the June meeting, and in some cases, may be less likely to participate in such a setting. The Futures Task Force will reconvene on October 4 for the Scenarios Implications Workshop. The ConnectSF Vision work will ultimately result in a set of goals and objectives that staff will take into the follow-on modal studies and the ultimate development of the Transportation Authority's next Countywide Transportation Plan update, the San Francisco Transportation Plan (SFTP) 2050.

PROJECT DELIVERY

Central Subway – Contractor Behind Schedule; SFMTA Exploring Potential Mitigations: As we reported back in March, the contractor for the stations and systems contract, Tutor Perini, has been falling behind schedule. At the time of our last report the project was nine months behind, but now the contractor is forecasting revenue service for December 2019, which is twelve months later than the baseline established in 2009. It is important to note that the rest of the project is on-schedule, and only the Chinatown Station is delayed, mostly attributable to the contractor's inability to meet its own excavation production rates for the Chinatown Station. Under the terms of the contract, the contractor is required to develop and implement a recovery schedule and mitigation plan. In order to assist the contractor the SFMTA has authorized a re-sequencing of the station excavation in order to provide more headings available for mining operations. . Additionally, Wednesday and Thursday, the SFMTA will be conducting its third schedule workshop with Federal Transit Administration (FTA) and Transportation Authority staff to evaluate potential time-saving measures, determine achievable excavation rates, explore the potential for re-sequencing testing and startup activities and to assess a likely range of dates for revenue service. On a brighter note, the cost forecast is holding at \$1.578 billion, unchanged since the baseline was established in 2009. The potential additional costs and contractor claims costs are already included in the cost forecast and the remaining contingency of \$75 million, \$15 million over the FTA recommended contingency at this stage of the project, appears sufficient to cover any additional project costs risks. The Transportation Authority's Citizens Advisory Committee has agendized discussion of this topic at a special meeting to be held at 6:00 p.m. tomorrow (July 26) at our offices.

Transbay Transit Center – Project Facing Delays: At its July 13 Board meeting, Transbay Joint Powers Authority (TJPA) staff announced that the schedule for substantial completion has been slipping from the scheduled December 2018 date. Currently, they are anticipating a twelve-week delay, driven by low productivity rates from the electrical sub-contractor, as miles of electrical conduit are sitting in place but empty, even though they have 116 electricians on site. The issue appears to be lack of adequate supervision, but discussions with the contractor's top level executives have been neither receptive nor

helpful. TJPA staff believes that the scheduled March 2018 start date for bus service is still viable, but may be in jeopardy if the current trend continues. TJPA has been working with the prime contractor discussing strategies that can be applied to mitigate the delay.

San Jose Avenue Follow-the-Paving – Barrier Protected Bike Lanes to be Installed: As a good example of coordinating repaving with safety improvements, next month San Francisco Public Works will be installing a new “k-rail” concrete barrier to protect the southbound bicycle lane on San Jose Avenue between Randall and Arlington Streets. This safety improvement was lined up with Prop K funds in anticipation of a paving project that is reaching completion in the area to provide a smoother and safer street, while minimizing disruptions. The improvements constructed by the project were outlined in the Mission Streetscape Plan and also include upgrading a pedestrian island at the intersection of Randall Street and San Jose Avenue, and the installation of a sidewalk extension at the intersection of Dolores Street and San Jose Avenue. The most recent progress report anticipates the bike lanes will be open for use this August.

Prop AA Funded Elevator Safety and Reliability Upgrades -Work to Begin at Van Ness Station: The Elevator Safety and Reliability Upgrades project, which received funding in the 2016 Prop AA call for projects, will provide comprehensive upgrades to improve the safety and reliability of 12 elevators at the Van Ness, Castro, Church, and Forest Hill Muni Metro Stations. In late August, work will start on the first of these elevators, at the Van Ness Station, followed by Church Street Station in the coming months. Unfortunately, an elevator must be taken out of service while work is being done, but the SFMTA has planned the work to take place in staggered waves to leave nearby elevators available for those who need them.

New Resident Outreach – Goal to Increase Awareness of Sustainable Transportation Options: The SFMTA’s and San Francisco Environments’ New Resident Outreach transportation demand management (TDM) project is set to begin its direct outreach phase next month with targeted informational mailers. This Transportation Fund for Clean Air-funded project targets residents who are new to San Francisco’s transportation system and Transit First culture with information intended to encourage them to take the majority of their trips by sustainable modes such as walking, bicycling or riding transit. The project is based on a successful program from Portland and will follow-up this initial outreach phase with events and individual trip planning assistance.

MANAGEMENT AND ADMINISTRATION

August Board Recess – July 31-September 4: As a reminder, given the Board of Supervisor’s recess, the next meeting of the Transportation Authority Board will take place on Tuesday, September 12 at 10:00 a.m. I wish you and your staffs relaxing breaks and look forward to seeing you in September.