



Memorandum

Date: 02.27.18 **RE:** Board
February 27, 2018

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

From: Tilly Chang – Executive Director *TJC*

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

REGIONAL, STATE AND FEDERAL ISSUES

Regional Measure 3 - the Bay Area Traffic Relief Plan on the June 5th ballot: In January, the Bay Area Toll Authority voted to place Regional Measure 3, the Bay Area Traffic Relief Plan, on the ballot for June 5, 2018. This is the proposal to increase the tolls on the 7 Bay Area state-owned toll bridges (except the Golden Gate Bridge) by \$1 in 2019, \$1 in 2022 and \$1 in 2025. Revenues would be used to fund transportation projects and programs that relieve congestion and enhance travel choices in the bridge corridors as detailed in Senate Bill 595 (Beall). Consistent with Senate Bill 595 requirements, on February 13 the Board of Supervisors passed the resolution putting Regional Measure 3 on the June ballot here in San Francisco. All of the other Bay Area counties are expected to have taken similar actions by the end of this week. Regional Measure 3 includes \$4.45 billion for transportation capital projects across the region, including San Francisco priorities such as \$500 million for new BART cars, \$325 million for the Caltrain Downtown Extension, and \$140 million for new Muni vehicles and facilities. It also includes \$60 million per year that will help support regional bus service and Transbay Transit Center operations.

Peninsula Corridor Managed Lanes - Assemblymember Chiu Introduces Assembly Bill (AB) 2865: On February 16, Assemblymember Chiu introduced a spot bill, AB 2865, on our behalf. We are seeking legislative authority to provide us with options for the administration of managed lanes should the City decide to pursue managed lanes on US 101 and I-280. Specifically, if the Board decides to pursue managed lanes on US 101 and I-280, this bill would allow San Francisco to authorize the Valley Transportation Authority (VTA) to operate them in San Francisco as part of a continuous system down the Peninsula, similar to the authorization they currently have to operate high occupancy toll lanes in San Mateo county. While VTA would operate the lanes (providing a seamless customer experience along the Peninsula and achieving cost efficiencies), net revenues would be reinvested in San Francisco projects according to an expenditure plan approved by the Transportation Authority Board. We are pursuing this legislation now so as to be able to coordinate with the other two counties that are further along developing their managed lanes projects on US 101. We will continue to provide updates on the legislation, and plan to present the results of Phase 2 of our Freeway Corridor Management Study this spring.

Senate Bill 1 - Three Competitive Grant Programs Received Applications Totaling \$13.7 Billion: January was a busy month for Senate Bill 1 statewide competitive programs with deadlines to submit project applications for three programs due last month. The Local Partnership Program received 91 applications requesting \$900 million from the statewide competitive portion of the program, triple the up to \$300 million that is available this funding cycle. As a city, we submitted applications for the Mission Bay Ferry Landing, Jefferson Street Streetscape Improvements, and Better Market Street projects. Projects receiving grants from this project must provide at least a dollar-for-dollar match from another fund source.

Similarly, the Transit and Intercity Rail Capital Program will have another very competitive call for projects. This program received 47 applications requesting \$10.9 billion compared to the \$2.4 billion that the State has available from a combination of Senate Bill 1 and Cap and Trade revenues. The San Francisco Municipal Transportation Agency (SFMTA) and regional transit agencies requested funds for new Muni, BART, and Caltrain vehicles, as well as for the Caltrain Downtown Extension and other capital investments to improve capacity and reliability. Finally, the Trade Corridor Enhancement Program received 43 applications requesting \$1.9 billion compared to the \$1.3 billion available from a combination of Senate Bill 1 and federal funds. The program will improve the movement of goods along key trade corridors. We will report back once the State publishes the lists of projects selected for funding. For more information about Senate Bill 1 funded projects and programs, visit <http://rebuildingca.ca.gov/>.

Regional Agencies Kick off “Futures” Planning Effort: Online Survey Open Through March

31: MTC and the Association of Bay Area Governments (ABAG) have launched a new initiative, [tentatively called Futures](#), which will allow planners, policymakers and the public to wrestle with challenging questions about the forces that could shape the Bay Area through 2050. For instance, external forces - such as new technologies, unexpected natural or manmade disasters, economic booms and busts, and political volatility- may fundamentally alter the region's trajectory and its policy responses through 2050. The end goal of the 18-month *Futures* effort is identifying a series of policies, strategies and investments that perform well regardless of what happens in the decades ahead. In turn, these strategies will be integrated into the preferred scenario for the 2021 Plan Bay Area update. This month, MTC/ABAG begin outreach efforts to learn about the public's priorities and aspirations for the Bay Area in the future. Staff plan to use input received through a [multilingual online survey](#), some 20-plus pop-up events in all nine counties and stakeholder feedback at standing meetings to define the initiative's Guiding Principles. MTC/ABAG staff is also working on a series of perspective papers, with the first one—on autonomous vehicles and future mobility—expected to be released in June 2018. The survey is available in English, Spanish and Chinese and will be open through March 31, 2018. The survey link is tiny.cc/bayareafutures. More information about Futures can be found at MTC's website (www.mtc.ca.gov). We look forward to bringing periodic updates to our Board over the next year and a half.

LOCAL ISSUES

Lifeline Transportation Program – Transportation Authority Releases \$2.578 Million Call for

Projects: On February 14, 2018, we released a call for projects for San Francisco's Lifeline Transportation Program, which supports projects that improve mobility for low-income residents by addressing gaps or barriers identified through collaborative and inclusive community-based planning processes. For this cycle we will prioritize transit operating projects that support Communities of Concern since this is one of the few funding sources that we can use for that purpose. Other eligible projects include transit stop enhancements, shuttle services, and various aspects of mobility management. Transit operators are the only eligible recipients and applications are due March 23rd. We plan to present the draft Lifeline project priorities to the Board for approval in May 2018. This program is funded by the Metropolitan Transportation Commission. For more information, contact Aprile Smith at aprile.smith@sfcta.org, 415.522.4837, or visit www.sfcta.org/lifeline.

Transportation Authority and SFMTA Host Emerging Mobility Design-Thinking Workshop:

On January 5, 2018, the Transportation Authority and the SFMTA facilitated a workshop with staff from several city agencies. The purpose of the workshop was to gain a greater understanding about the challenges and opportunities related to managing emerging mobility in San Francisco and to brainstorm pilot project ideas for emerging mobility. Workshop participants emphasized the need for San Francisco public agencies to coordinate with each other in working toward our shared transportation goals.

Participants also emphasized the need to encourage a more equitable transportation system that is resilient and reliable. Transportation Authority staff are currently working on the evaluation of emerging mobility services and how they align with the City's Guiding Principles for Emerging Mobility. We will incorporate the pilot opportunities, next steps and future research identified from this workshop into the Emerging Mobility Studies Report, planned for release this spring.

Muni Equity Strategy – 2018 Update Underway: The SFMTA is in the final phase of its 2018 Muni Service Equity Strategy outreach process. The Equity Strategy focuses on improving transit performance in eight Equity Neighborhoods with high percentages of households with low incomes and people of color. In addition, it identifies routes heavily used by seniors and people with disabilities. As part of the 2018 update, the SFMTA administered intercept and general surveys to Muni riders and community members during its first round of outreach, receiving over 3,000 responses. A Textizen survey campaign was also rolled out, with posters at various bus stops within the Equity Strategy neighborhoods, generating over 1,100 responses. SFMTA staff have been analyzing survey results in conjunction with internal performance data to develop draft service recommendations for each neighborhood. Currently, the SFMTA is holding community workshops to present these draft recommendations to each neighborhood. Input received from these workshops will be incorporated into final service recommendations, which will be presented to the Transportation Authority Board as stipulated by the SFMTA's equity policy; and to the SFMTA Board of Directors for approval in March to inform its new two-year budget, which is scheduled for SFMTA Board approval in April. We will work with the Chair to schedule a presentation this spring.

2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) Update – Update Effort is Starting, Focusing on Fiscal Years 2019/20 to 2023/24: The Prop K Expenditure Plan requires that the Transportation Authority adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program. The Prop K Strategic Plan, last updated in 2014, reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, sets policy for administration of the program to ensure prudent stewardship of taxpayer funds, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of benefits to the public. The Strategic Plan is informed by the 5YPPs which include a prioritization methodology and scope, schedule, cost and funding information for the proposed Prop K projects over the current 5-year period ending in Fiscal Year 2018/19. 5YPPs must be prepared for the 21 Prop K programmatic categories like traffic calming, street resurfacing, and pedestrian and bicycle safety. The 5YPPs were created to allow us to be strategic with local funding, coordinated across programs and sponsors, and transparent so that the Board and the public know what to expect. Fiscal Year 2017/18 is year four of the 5YPPs adopted in 2014, so it's time for an update. Over the next two months, we will be reaching out to your offices to schedule briefings with you and your staff about this process and how you can weigh in on how Prop K funds will be used. We will also be presenting several items to the Board for approval, including the overall approach to the update (in April) and the Strategic Plan Baseline in (in May).

PROJECT DELIVERY

Caltrain Downtown Extension (DTX) – Tunnel Alternatives and Operations Analysis Studies Nearing Completion: We are happy to report that two important studies related to the DTX are in their final stages. The first one is Phase two of the Tunnel Alternatives Study, which expands on the most promising aspects of the initial study to minimize cut-and-cover along the alignment, particularly mining under Howard Street to avoid closing the street, mining under Forth street at Townsend, and refining mining concepts along the alignment. The second study, a peer review of three operational analyses to determine whether the DTX should have two or three tracks as it approaches the Transbay Transit Center, started in December with the selection of a highly respected group of panelists, who spent several weeks reviewing

the three reports and related materials to immerse themselves in the project. This was followed by two workshops in January with the participation of the Transbay Joint Powers Authority (TJPA), California High-Speed Rail Authority, Caltrain, SF Planning, Birmingham Properties, and their respective consultants. After preparing a draft report, the panel reconvened all the stakeholders for a third workshop last week, in which the panel's findings were presented and discussed at length. At the conclusion of the workshop, all of the stakeholders were in agreement with the panel's findings. The top finding is that three tracks are needed to provide reliable and dependable service to the Transbay Transit Center. We are planning on bringing a report to the Board on both studies at the March 20th meeting.

Customer Service and Efficiency Enhancements Expected Soon – Upgraded Interactive Project Map and On-Line Grant Application:

We continue to develop and implement system enhancements to improve staff efficiency, inter-agency communication, and customer service. We are in the process of making some significant upgrades to the mystreetSF.com mapping platform to make it easier for the Board and the public to access information about projects funded by the Transportation Authority. This interactive map will improve the user experience, provide additional functionality and contextual information while reducing system maintenance. Additionally, Transportation Authority staff have been working with project sponsors to enable online submissions of Prop K transportation sales tax and Prop AA vehicle registration fee funding requests through our grants portal. We are excited to be able to provide this customer service improvement as requested by city agencies, while promoting efficient grant administration and supporting internal systems integration efforts. Both projects are scheduled to be completed by June 2018.

MANAGEMENT AND ADMINISTRATION

DBE/LBE Opportunity Overview and Networking Event – Connecting the Business Community:

On February 22, we hosted approximately 66 attendees from 63 companies and agencies at our annual Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) Upcoming Opportunity Overview and Networking Event. This event brought together DBE/LBE firms with prime consultants and contractors to learn about upcoming contract opportunities with the Transportation Authority, Treasure Island Mobility Management Agency, San Francisco Public Works, the SFMTA, the MTC, and San Mateo County Transit District/Caltrain in the fields of construction, tolling system integration, and professional services. Following the presentation, prime consultants and subconsultants discussed projects with staff from the various agencies as well as networked with other firms. Firms provided positive and helpful feedback to inform next year's event and we will continue our efforts to encourage participation and collaboration of small and large firms. For more information, visit: www.sfcta.org/contracting.

