



Memorandum

Date: 11.27.18 **RE:** Board
November 27, 2018

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

From: Tilly Chang – Executive Director *TC*

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

REGIONAL, STATE AND FEDERAL ISSUES

November Election Results - Prop 6 Fails, Mixed Results on other Transportation and Housing Measures:

The failure of Proposition 6, which would have repealed \$5 billion a year in transportation revenues approved through Senate Bill 1 in 2017, demonstrated the public's support for transportation investment and willingness to accept higher taxes to advance critical safety, mobility, and state of good repair projects. With respect to local transportation measures, Marin voters approved a 30-year extension of its half-cent transportation sales tax and San Jose approved a \$650 million bond for transportation and emergency services. Based on last night's website check, it looks like San Mateo County's new half-cent transportation sales tax was just passing by the two-thirds supermajority it needs to pass with 66.8% voting to approve, but final tally results are expected later today. On the housing front, San Francisco voters approved Proposition C to support housing and homeless services and Santa Rosa approved a \$124 million housing bond, while a \$450 million housing bond measure failed in San Jose. We anticipate bringing our proposed 2019 state and federal legislative program to the Board for approval in January 2019. This document guides our legislative activities during the current session.

Bay Area Rapid Transit (BART) Second Crossing Study - BART Gearing Up to Begin Work: As we've seen in the news lately, BART is taking initial steps to begin planning for a second rail crossing between San Francisco and the East Bay by beginning a feasibility study to identify 2 to 4 different potential alignments in 2019. This work will build on the Metropolitan Transportation Commission's (MTC) Core Capacity Study and will be informed by findings from the ongoing Plan Bay Area update and San Francisco's own ConnectSF Transit Corridor Study work, particularly with respect to the routing that any crossing may take once it lands in San Francisco. An investment of this magnitude has the potential to significantly change both the way people travel as well as where they live and work, and requires careful study and coordination across multiple counties, cities, and transit operators. Our staff has been coordinating closely with BART on this topic and will continue to do so throughout the coming next steps, which include the feasibility study, an Economic Impact report, and robust community engagement.

Focus on the Future Conference – Annual Gathering Brings Transportation Sales Tax Counties Together:

At the end of October, our Public Policy Manager Amber Crabbe, Deputy for Capital Projects Eric Cordoba and I attended the annual Self-Help Counties Focus on the Future conference in southern California, an event that brings together staff of the twenty-four county transportation agencies managing voter-approved transportation sales taxes with elected officials and private sector leaders to engage in policy discussions, hear updates on the latest developments in our field, and learn from one another. I

served as a panelist in a session entitled “Impact of Transformational Technologies on Land Use, Transportation, and Workforce”. Technology and innovation were major themes across the conference, as well as sharing strategies for how we would keep transportation improvements moving forward if Proposition 6 passed. Fortunately, SB1 gas tax funds were preserved and we can shift our focus to supporting project delivery and developing our next set of priorities for the pipeline.

San Francisco Oakland Bay Bridge West Span Bike/Pedestrian Path - Preferred Alternative

Identified: MTC and partner agencies, including Caltrans, SFMTA, and the Transportation Authority have been studying how to enable bicyclists and pedestrians to cross the Bay Bridge between Oakland and San Francisco for decades. This effort took a major step forward with the completion of the new East Span path in 2016 and now, MTC has released a preferred alternative for retrofitting the Bay Bridge West Span with a shared use/maintenance pathway from Yerba Buena Island to Downtown San Francisco. The Transportation Authority has supported development of a West Span path, including appropriating funds last month to help design bicycle/pedestrian paths on Yerba Buena Island that a new West Span path would connect to. The Yerba Buena Island path also serves as a connection to future Treasure Island ferry service that could provide a near-term option for getting bikes across the bay. That said, the West Span Bike path is an expensive project, with costs expected to run into the hundreds of millions of dollars, so we look forward to continuing to collaborate with our partner agencies to refine the proposal and better understand what it would take to move the project forward.

LOCAL ISSUES

Vision Zero – World Day of Remembrance for Traffic Victims: San Francisco’s 4th annual commemoration of the World Day of Remembrance for Traffic Victims was on November 18th to honor the lives of victims and families of traffic collisions. The goal this year was to have cities, counties, elected officials, and the media sign a pledge to change the language when reporting on collisions by using the word “crash” and “collision” and not “accident”. This month, all 11 members of this body and I made this commitment and the Transportation Authority Board approved a resolution committing this agency and encouraging others to do the same. This step will help change perceptions that severe injury and death are unavoidable outcomes of our transportation system, and help us reach Vision Zero. Sadly, as we heard at the Vision Zero Committee, we are on track to exceed last year’s total for traffic fatalities (18 deaths as of October, 21 as of today, 20 in 2017). Fortunately, we are united as a city to make the necessary changes to reverse this trend. At the Mayor’s urging and with the advocacy of several Board members including Commissioner Kim, the SFMTA this fall has approved many important street re-design projects on the high-injury network, including 6th Street, Taylor, Howard Street, Townsend Street, Lower Great Highway, and the Alemany Maze.

PROJECT DELIVERY

Update on Salesforce Transit Center Girder Fissures - Metallurgical Analyses and Structural Engineering Assessments Underway: MTC’s peer review panel members oversaw collection of samples from the girders, which was completed on November 9, prior to sending them to the independent test lab, Lucius Pitkin Inc (LPI), in New York. The MTC peer review panel, along with project experts, have assembled at the lab to review the testing facility and procedures being followed. All peer review and project team members agree that the proper procedures are being followed and the lab facility is meeting all expectations on testing requirements. Most of the testing has been completed. LPI and Thornton Tomasetti are processing the results for the anticipated Failure Analysis Report which will be presented to the MTC Peer Review Panel. The Transbay Joint Powers Authority (TJPA) anticipates receiving this

report in short order, maybe as soon as this week. Last Tuesday, the expert design team presented the modified shoring plan for First Street to the MTC peer review panel and also conducted a design charrette to discuss potential options of fixes for the fissured beams in anticipation of addressing the cause of failure. This early effort is intended to reduce the implementation time once a cause is confirmed. The following day, the list of potential fix options was presented and discussed with the MTC peer review panel. The panel members have been mulling the options independently and will reconvene at the appropriate time to discuss and reach agreement on the preferred and recommended option.

Downtown Rail Extension (DTX) Update - Governance, Oversight, Management, and Delivery

Review: We are assembling a team of experts to conduct the DTX review requested by the Board last month. The team will review international mega rail project delivery best practices and assist in the review and evaluation of alternate governance and oversight arrangements for management and delivery of the DTX. The team will also review and advise on overall funding and project delivery strategies and their implications for the organizational structure of the project. The effort will consist of research, expert interviews and a series of charrettes and workshops with key stakeholders, including TJPA, California High Speed Rail Authority (CHSRA), Caltrain, MTC, City and County of San Francisco agencies and the Transportation Authority, that will result in the development of alternatives and recommendations for consideration. We have spent the last few weeks discussing the proposed scope of work and approach with DTX stakeholders, who uniformly have expressed support for the effort and interest in being active participants. We plan to have expert consultants under contract before the yearend holidays and expect to present the findings to the Board by April 2019. At the December 11 Board meeting, we will provide a brief update on our portion of the DTX scope of work, as well as share any information from the Controller's Office on their review of lessons learned from construction of the Transit Center that may be applicable to the DTX. And finally, we are happy to report that the Final EIR/S for DTX is now posted for public review at the TJPA's website, with adoption by the TJPA anticipated in December.

Yerba Buena Island Westside Bridges Retrofit Project – Construction Management/General

Contractor Services (CMGC): On October 5 and 6, we hosted the CMGC kick-off/partnership workshop with Golden State Bridge (GSB)/Obayashi joint venture for the Westside Bridges Project on Yerba Buena Island. The Westside Bridges Project will seismically retrofit five bridges and demolish/replace three bridges along Treasure Island Road on Yerba Buena Island. Due to the challenging site conditions along a cliff, we believe that CMGC construction method would be best suited for this project. We brought GSB/Obayashi aboard in the early design phase since they have bridge construction expertise and an in-depth understanding of the island. The partnership workshop also included multiple agencies and engineering companies who are involved in various projects on the island. The workshop led to the exchange of project information and design/construction ideas which we will carefully examine. We will plan follow-up workshops in the future to further improve design and deliver the project.

BART Station Canopies in Use in San Francisco, Balboa Park Station Eastside Connections Opening

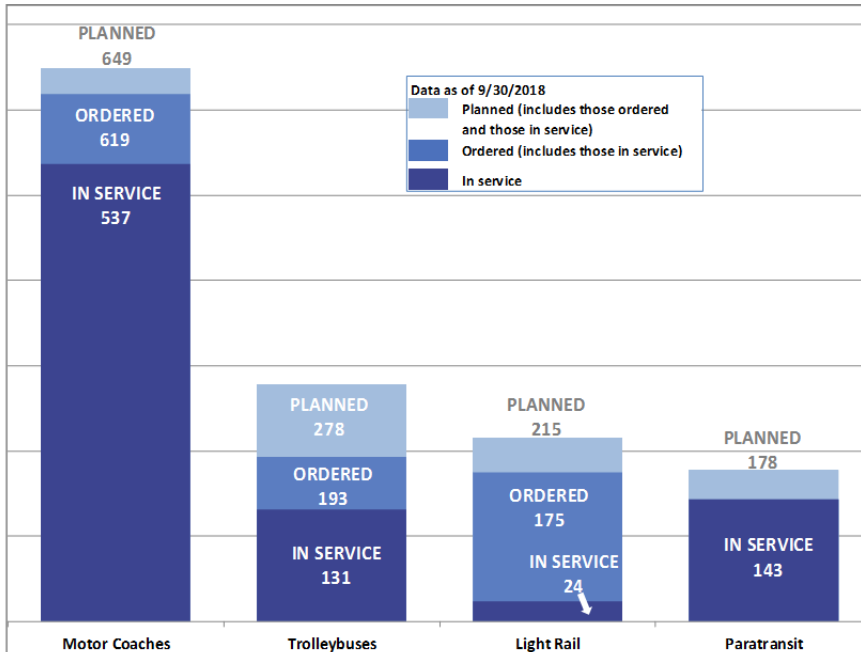
Ceremony Scheduled for Friday November 30th, 11am: Last month, Chief Deputy Maria Lombardo attended the celebration of the new BART station canopies at Market Street's Powell Station. They provide protection from the elements and added security. In the future, 22 more canopies are coming to the downtown area. On Friday later this week, we will joint BART in celebrating another eager anticipated improvement – the opening of the Balboa Park Station Eastside Connections project, which has greatly improved the experience of passengers getting on or off both Muni and BART trains. The Transportation Authority contributed over \$4.6 million in Prop K and Lifeline funds to the project, which includes a new Muni platform and accessible walkway that makes it easy to connect between Muni and BART, as well as Ocean Avenue and Geneva Avenue. The most immediately noticeable part of the project is a new glass





headhouse at the north end of the station and ceiling windows that help fill the station with natural light and make it much more pleasant for passengers. Including this project, the Transportation Authority has funded a total of \$10.7 million in improvements to the Balboa Park station area over the last 13 years, reflecting the importance of this multi-modal station that serves over 24,000 passengers daily. Please join us at the opening ceremony on Friday!

SFMTA Fleet Replacement and Expansion Update – Prop K Helps Improve Muni Service with 29 New Light Rail Vehicles (LRVs) and 41 New Buses Placed in Service During 1st Quarter:

In the 1st quarter of Fiscal Year 2018/19 ending September 30, SFMTA placed into service 29 new Siemens LRVs, bringing the total to 30. From July through September 2018, the SFMTA placed into service 11 more of the 424 hybrid diesel motor coaches and 30 of the 278 electric trolley coaches anticipated under the current contracts with New Flyer Industries. To date, new vehicles procured under the two contracts total 339 and 131, respectively. The remaining trolleys (ordered and planned) are expected to be in service by the end of 2019. The graphic below summarizes SFMTA transit vehicles procured with over \$370 million in Prop K support since the inception of the program.

NEW MUNI VEHICLES FUNDED BY PROP K SALES TAX



Prop K Sales Tax leverages other federal/ local dollars to fund new SFMTA Vehicles

- ✓ 1,320 vehicles have had funds programmed
- ✓ 1,130 vehicles to date have had funds allocated
- ✓ 835 vehicles to date have been placed in service