



Memorandum

Date: 04.24.18 **RE:** Board
April 24, 2018

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

From: Tilly Chang – Executive Director *TTC*

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

REGIONAL, STATE AND FEDERAL ISSUES

State Moves to Permit Driverless Vehicles – Changes Went Into Effect April 2: Since 2014, the California Department of Motor Vehicles (DMV) has issued 52 permits for testing autonomous vehicles (AVs), but only with a safety driver present and only with a limited set of people as passengers -- that is, not allowing offering rides to the general public. As of April 2, 2018, the California DMV is now accepting applications to test or deploy AVs *without* a human driver behind the wheel and/or with members of the general public as passengers. Companies may not charge a fee to driverless AV passengers. As of the writing of this memo, two companies have applied for permits: Waymo and an undisclosed second applicant. The DMV will require companies testing driverless AVs to have a remote operator standing by to direct the vehicle off the roadway. Companies seeking a permit must submit a local law enforcement coordination plan and Mayor Farrell convened AV companies recently to begin a dialogue to support this process. Related to this, the California Public Utilities Commission (CPUC) is currently accepting comments on a proposed decision to initiate a pilot to test allowing passenger service of AVs with and without drivers present in the vehicle. The two pilots (with driver and without driver) are intended to inform future rulemaking on ridehail (Transportation Network Company like Uber and Lyft) services that intend to use AVs in their fleets. The two pilots would not allow companies to accept compensation from those passengers. We are working with San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco International Airport to comment on the proposed CPUC decision, actively participating in CPUC and DMV rulemaking, and are tracking Federal AV legislation on this subject as well (e.g. AV Start Act).

Regional Planning Grants - San Francisco Awarded \$1.13 million: On April 13, the Metropolitan Transportation Commission (MTC) Planning Committee recommended approval of four Priority Development Area (PDA) Planning and Technical Assistance grants to SF Planning: \$500,000 for the SFMTA's Transit Corridors Study, \$500,000 for SF Planning's Market Street Hub Environmental Impact Report, and two \$65,000 technical assistance grants to SF Planning for the PDA Density Bonus Program and the Mission-San Jose PDA Housing Feasibility Analysis. Congratulations to SF Planning, and we look forward to working in partnership with them and the SFMTA on the Transit Corridors Study, part of the ConnectSF long-range planning program and a precursor to the next San Francisco Transportation Plan update. We are also appreciative of MTC's support for these San Francisco planning efforts and look forward to their approval by the MTC Commission this Wednesday, April 25.

Regional Means-Based Transit Fare Program - MTC Continues Discussion of Options: Transit operators and MTC staff have been negotiating implementation details for a means-based transit fare program that would give low income transit riders a discount across participating transit systems. Staff's

latest pilot proposal would provide a 20% discount to qualified riders, and be seeded with \$11 million from MTC with a 1:1 match anticipated by participating operators, which for now include SFMTA, BART, Caltrain, and Golden Gate Transit pending approval of their respective boards. However, at the April 11 MTC Programming and Allocations Committee meeting, Commissioners continued the discussion until May, citing concerns that the proposal wouldn't provide enough of a benefit to individuals, wasn't truly regional, and that spreading the funds across four operators may not be the most effective strategy. Commissioner Kim expressed frustration that staff had not more closely considered integrating the program with Clipper, and several Commissioners asked for information about current school transit pass programs that could inform the pilot program discussion. The Committee will pick the conversation back up in May, where MTC will bring several implementation options for the Commissioners to consider. Lastly, it is important to note that the proposals are contingent upon Senate Bill 1 funding remaining in effect.

Horizon Planning Initiative – Regional Agencies' Planning Effort to Tackle Challenging Questions

Facing the Region: MTC and the Association of Bay Area Governments staff have recently begun work on Horizon, a scenario-planning project that will serve as the precursor to the next Plan Bay Area. Horizon is broader than the traditional regional planning efforts that the agencies have led before. It will identify policies and investments that perform well under a range of external forces, including climate change, autonomous vehicle proliferation, and macro-economic shifts, while not being tied to some of the statutory constraints associated with Plan Bay Area such as having a financially constrained investment list. Horizon will include a series of policy papers, on topics such as autonomous vehicles and travel demand management. Horizon will also include a call for transformative mega-projects, such as BART to the beach or a 2nd transbay rail crossing, and will be open to submissions from the public. As you know, we have been collaborating with SFMTA and SF Planning staff on ConnectSF, which undertook a similar effort to come up with the ConnectSF Vision, which is on your agenda for final approval today. We will continue to collaborate with these agency partners and other San Francisco and regional agency partners on input into Horizon, and will keep you up to date throughout its development.

The Railyard Alignment and I-280 Boulevard Study (RAB) is nearing completion – Public Meetings

to Discuss Findings To Be Held in May, Dates TBD: The RAB study, which for the past three years has been analyzing alternative alignments for the Downtown Extension and the possibility of reducing or fully removing the Caltrain yard at 4th and King Streets, is now in its final stages. Various meetings and workshops have been scheduled for late April and May. These include Technical Advisory Committees, on which we serve, and a public meeting with the Citizen Working Group to be scheduled. We anticipate providing a briefing to the Board on the study findings in May.

Staff Presenting at National Congestion Pricing Conference – Topics Include Treasure Island Work

and BART Perks: The Federal Highway Administration (FHWA) invited staff to present at the 2018 National Congestion Pricing Conference at the United States Department of Transportation in Washington, DC on May 22 - 23. The conference will cover a range of pricing strategies like managed lanes, commuter incentives and demand-responsive parking pricing. Principal Planner Rachel Hiatt will present about the Treasure Island Mobility Management Agency and discuss how this program plans to integrate housing, pricing, transit, and travel demand management. In addition, as a member of the Transportation Research Board Congestion Pricing Committee, Rachel is organizing the closing session for participants to share conference takeaways. Transportation Planner Camille Guiriba will present on findings from BART Perks, the six-month test program offered from August 2016 - February 2017. This program demonstrated that incentives could encourage people to ride outside of the morning rush. Conference host FHWA provided funding for both programs. See www.congestionpricingconference.com for more information.

LOCAL ISSUES

Treasure Island Mobility Management – April Committee Meeting: The three-member TIMMA Committee met on April 7th. The committee heard an informational item on the draft recommendations of the Transit Pass Design Study. Based on the technical analysis and community outreach, staff recommend a three-operator Access Pass. This institutional pass will be available through TIMMA on Clipper cards and will provide unlimited access on all Muni and AC Transit modes starting in year 2021, and will include San Francisco/Treasure Island ferry service when it begins in year 2026. Residents of Below Market Rate housing units living on Treasure Island will receive a 50% discount if they choose to purchase the pass. Staff also presented the proposed pass cost, implementation process, and Clipper recommendations.

Vision Zero Ramp Intersection Study - Survey Underway: Transportation Authority staff, together with SFMTA staff, are studying ways to improve safety at 10 intersections in the SoMa neighborhood where freeway on- or off-ramps meet city streets. Outreach is now underway, and we're asking neighborhood residents, workers, community groups, and anyone who uses these intersections to share their experiences and tell us any ideas for how to improve the study intersections. We have launched a multilingual survey to gather input which is online at sfcta.org/ramps-2 and also available in hard copy for stakeholder groups to distribute. Contact Colin Dentel-Post at 415-522.4800 for more information.

Twilight Hairball Walkthrough Assessed Lighting Needs – Follow-up Underway Seeking to Repair and Retrofit Existing Lights: Organized by Commissioner Ronen's office, on April 11, Legislative Aide Amy Beinart, myself and staff from the Transportation Authority, SFMTA, San Francisco Public Works (SFPW), and San Francisco Bike Coalition, as well as District 9 and 10 Citizens Advisory Committee representatives, toured the area of Highway 101 near Cesar Chavez Street and Potrero Avenue known as the "Hairball." The walk lasted approximately 45 minutes and involved an inspection of various lights under different segments of the Hairball in response to constituent complaints that lighting was absent or broken. The walk showed that while lighting has been installed, most of the lights are not working or broken. Transportation Authority staff, the SFMTA and SFPW will review the current lighting inventory and engage the San Francisco Public Utilities Commission (SFPUC) and Caltrans to improve the situation. Commissioner Ronen's office is also reaching out to the SFPUC and Public Works to determine what can be done to repair, maintain and retrofit the existing lights.

Another great Bike and Roll to School week: Last week, schools and families throughout San Francisco celebrated Bike and Roll to School Week. Thousands of youth and adults at 100 schools rode in "bike trains," rolled with parents and teachers, and used their own pedal power to get to pre-school, elementary, middle, and high school. On April 17 we joined students from Buena Vista Horace Mann as they biked and rolled to school. Bike and Roll to School Week is sponsored by the San Francisco Safe Routes to School Partnership and organized by the San Francisco Bicycle Coalition. The Transportation Authority is a proud sponsor of Safe Routes to School.

PROJECT DELIVERY

SFMTA Fleet Replacement and Expansion Update – 47 New Buses Placed in Service during 3rd Quarter: Prop K sales tax is providing local matching funds to help the SFMTA replace and expand its fleet – providing safer, more reliable transit service citywide. From January through March, the SFMTA placed into service 28 more of the 424 hybrid diesel motor coaches and 19 of the 193 electric trolley coaches ordered to date under the current contracts with New Flyer Industries. The trolleys included the final 18 of 93 60-foot trolleys ordered; all trolleys still on order will be standard 40-foot vehicles and are expected to be in service by the end of 2019. The SFMTA expects that all 424 motor coaches will be in

service by September 2018. Prop K sales tax is funding about 26% of the \$474 million total cost of the new motor coaches and about 20% of the \$429 million cost of the new trolleys. In February the Board allocated funds for vendor selection for 30 new 30-foot motor coaches, increasing the total number of Prop K funded motor coaches to 649.

MANAGEMENT AND ADMINISTRATION

Transportation Authority Joins Regional Business Outreach Committee: We have recently joined the Business Outreach Committee (BOC), a multi-agency consortium of approximately 20 Bay Area transportation agencies with a common goal to assist small, disadvantaged and local firms doing business with Bay Area transit and transportation agencies. The BOC meets on a monthly basis to discuss outreach practices and plan for regional networking events and buyers forums, and publishes a quarterly newsletter of upcoming agency procurements and events. We are excited to join our local and regional partners on this committee, which will be a great resource for us to promote and enhance our contracting opportunities with small, disadvantaged and local business enterprises.

Transportation Authority Hosting Insurance and Bonding Educational Workshop on May 15: As a member of the BOC, we have offered to host the BOC's upcoming 2018 Insurance and Bonding Educational Workshop at our offices on Tuesday, May 15 from 1-3:00 p.m. Small and emerging businesses are invited to attend this free workshop, presented by Merriwether & Williams Insurance Services to learn about insurance and bonding requirements related to transportation, and learn how to obtain surety bonds and to increase bonding capacity. Representatives from BOC member agencies will be participating as well which will be a great opportunity for firms to network and learn about upcoming contracting opportunities. There will be limited capacity so attendees are requested to register in advance at: <https://goo.gl/forms/9kZ6T7z60pbkr4Sf1>. For additional information please contact Steve Stamos at 415.522.4817 or steve.stamos@sfcta.org.