



Memorandum

Date: 2.26.19 **RE:** Board
February 26, 2019

To: Transportation Authority Board: Commissioners Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton, and Yee

From: Tilly Chang – Executive Director *TTC*

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

REGIONAL, STATE, AND FEDERAL ISSUES

California Public Utilities Commission (CPUC) Proposal – Transportation Network Companies (TNCs) Reporting Standards:

In February, CPUC passed a ruling seeking comment on proposed data reporting standards for TNCs or ride-hailing companies. According to the ruling, the proposed data reporting requirements are intended to meet the needs of governmental entities, satisfy the data reporting requirements of Senate Bill 1376 (TNC Access for All), and satisfy the data reporting requirements of Senate Bill 1014 (California Clean Miles and Incentive Program). The CPUC proposes 8 metrics, reported as statewide quarterly totals. Senate Bill 1376 specifies that data must be reported by "geographic areas". Governmental entities that previously provided comments identified the need for detailed local data that could be analyzed by location and time. Based on our review of the CPUC's proposal, we find the proposed metrics and level of spatial and temporal aggregation to be insufficient to meet the needs of governmental entities and the two Senate bills. We have submitted comments to that effect and will continue to coordinate with the SFMTA and City Attorney's office to advocate for appropriate data sharing and transparency with local government.

Self-Help Counties Association (SHCC) meets with Bay Area Caucus and Caltrans Management: As Vice-Chair of the SHCC, I participated in briefing meetings with the Bay Area Caucus of the state Legislature, at the request of Asm. Transportation Committee Chair Frazier. This was a good opportunity to talk about how we are implementing SB1 projects and programs in partnership with the state. I also joined SHCC Chair Darrell Johnson in a meeting with Caltrans Director Laurie Berman, where we discussed ways to streamline project delivery and coordinate better on local and state highway maintenance and operational project priorities.

Downtown Extension (DTX) - Update on the Study of Governance, Management, Oversight and Delivery:

As previously reported, staff has embarked on a review of alternative Governance, Oversight, Management, and Project Delivery options for the DTX, for which we have assembled a team of experts from multiple organizations. Current efforts are concentrating on finalizing the contracts and task orders for three main streams of work: Rail/Mega-Project Best Practices, Project Delivery and Finance, and Governance and Oversight. Staff provided an update last week to the TJPA Citizens Advisory Committee on these planned tasks and the procurement of consultant services. We anticipate completing this effort in late spring and will provide regular updates to the Board.

Weekday BART Service Shifts Start Time to 5:00 AM – Vital Retrofit of the Transbay Tube Underway:

As of February 11, morning weekday BART trains are running one hour later to enable vital repairs and critical earthquake safety work in the Transbay Tube. Over 2,400 East Bay riders enter BART

during the first hour of service, with 64% disembarking at downtown San Francisco stations. BART conducted extensive outreach in the Spring of 2018 and collected first hour BART riders' surveys to develop a robust alternative bus service plan between the 4:00 a.m. - 5:00 a.m. window. The alternative service plan creates 14 new express bus lines that will run from 3:45 am until 6:00 am. This includes 7 Transbay bus routes, 5 East Bay routes and 2 San Francisco/Peninsula routes. BART is partnering with 8 Bay Area bus agencies to operate this network. All fares between express bus stops will be the same as, or less than, current BART fares for the same trips. The project is expected to be complete in 2023. You can view the new schedule by visiting www.bart.gov.

San Francisco receives a total of \$8 million from Active Transportation Program for two projects:

As I mentioned last month during the Annual Report item, the California Transportation Commission awarded \$2 million from California's Active Transportation Program (ATP) to Public Works for construction of a new path and signal for pedestrians and bicyclists, connecting through the Alemany Maze interchange to the Alemany Farmers Market. This path was a recommendation from the Transportation Authority's 2017 study requested by Comm. Campos and continued by Comm Ronen.

In addition to that great news, MTC announced earlier this month that it was recommending \$6 million in regional Active Transportation Program (ATP) funds for the San Francisco Metropolitan Transportation Agency's (SFMTA's) 6th Street Pedestrian Safety project. The Transportation Authority funded the environmental phase of this project with over \$2 million in Prop K in 2015 and has an additional \$9.2 million available for construction of this important Vision Zero project. The project includes a reduction in vehicle lanes, sidewalk bulbouts, new traffic signals, and streetscape improvements from Market to Bryant Streets and on Golden Gate Avenue from Jones to Market Streets.

LOCAL ISSUES

Lombard Crooked Street Reservations and Pricing System Development – Community Meeting

Held on January 30th: As part of our NTIP program in District 2, the Transportation Authority has been leading development of a proposed paid reservation system to manage automobile traffic at and around the crooked segment of Lombard Street. This system was a recommendation of the Transportation Authority's 2017 "Managing Access to the Crooked Street" study, which also identified a real need for a comprehensive management strategy to address the impacts of tourism in the Russian Hill neighborhood - with over 2 million visitors a year, Lombard Street ranks among the Bay Area's most visited attractions. Commissioner Stefani and the study team hosted a very well attended public meeting at Yick Wo Elementary School on January 30th to review initial analysis results about what impacts a proposed system might have on vehicle and pedestrian traffic. The meeting was well attended by residents of Russian Hill and the local area, and we will continue to refine our analysis and engage with SF Travel and other tourism industry partners. Meanwhile, staff are working with members of the state legislature on authority to implement a potential pilot in the future. For more information on the study and to submit feedback, visit www.sfcta.org/crookedstreet.

Presidio Parkway Phase 2 - Greenroads Certification Awarded: The second phase of the Presidio Parkway has earned Greenroads certification, meaning the project succeeded in achieving a holistic approach to sustainable infrastructure development. Presidio Parkway project was a complex, two-phase project designed to improve the structurally and seismically deficient Doyle Drive roadway. The second phase completed the southbound connection to local streets and built the northbound lanes of Highway 101, including three new covered tunnels. The Greenroads certification recognized key project elements including an extensive public involvement process with special attention paid to biological, cultural, and natural resources and minimizing traffic impacts. A collaborative effort led by Caltrans and the San

Francisco County Transportation Authority, the project is the first public-private partnership to earn Greenroads certification. The first phase of the project also earned Greenroads certification. The rebuilt Doyle Drive opened to traffic in July 2015.

Transportation Research Board Annual Meeting – Transportation Authority Staff Presented and at Various Technical Committees:

Each year the National Academy of Sciences holds the Annual Meeting of the Transportation Research Board in Washington, DC. This year, I and several other agency staff were invited to present before a national audience of peers on work ranging from emerging mobility, congestion pricing, data, mobility as a service, and the Treasure Island Mobility Management Program. Joe Castiglione presented the Transportation Authority's recent research into the effects of TNCs on congestion at a panel discussion, and led multi-agency project management committees developing open-source transportation software platforms and standards. Drew Cooper participated in meetings on peer reviewing transportation analyses and advancing scientific research standards in transportation research. Priyoti Ahmed presented an update on the development of the Treasure Island affordability program and Rachel Hiatt participated in the Congestion Pricing Committee. I spoke on a panel about Mobility as a Service, participated in the Intelligent Transportation Systems America (ITSA) annual board meeting, and also gave the keynote address at the International Transport Development Program's annual Sustainable Transport event.

MANAGEMENT AND ADMINISTRATION

Annual Staff Workshop Held at USF: Our staff held a productive one-day workshop at the USF McLaren Conference Center. Thank you to Professor Billy Riggs for your and your staff's hospitality, and our appreciation also goes to SF Public Works project manager David Froelich, for the tour of Masonic Avenue Complete Street project – a fantastic safety project that the Transportation Authority was proud to support with our One Bay Area Grant funds.

Transportation Authority's Joe Castiglione - Recipient of the Zephyr Award for Leadership in Travel Analysis, Expert Witness at British Columbia Legislative Hearings on Ride-hailing:

Congratulations to Joe Castiglione, our Deputy Director for Technology, Data, and Analysis, for receiving the Zephyr Leadership Award. Joe has worked with the Transportation Authority for the past four years and leads our data analysis work. He and his team focus on everything from studies on ride-hail companies, to traffic modeling and analysis, to data visualization. Joe first started as an intern at the Transportation Authority in 1997 and is a published author and active contributor in the demand modeling field. The Leadership Award is granted to an individual who supports the Zephyr Foundation's mission of advancing rigorous transportation and land use decision-making for the public good by advocating for and supporting improved travel analysis and facilitating its implementation. Joe was also invited to testify at the British Columbia Legislature at their Committee on Crown Corporations (their name for Transportation Network Companies like Uber and Lyft) in late January. There, he advised the Committee on San Francisco's research findings and policy initiatives regarding ride-hailing issues.