



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

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Memorandum

TO: Policy Advisory Council
FR: Marti Paschal, Staff Liaison
RE: Staff Liaison Report – October 2018

DATE: October 3, 2018
W.I. 1114

Introducing the Bay Area Metro Awards

The Association of Bay Area Governments and the Metropolitan Transportation Commission jointly launched a new Bay Area Metro Awards program to honor the often-unsung heroes doing the hard work to improve our region's mobility, affordability and comity; and to recognize efforts that make the Bay Area a better place to live, work and play. Nominations for the Bay Area Metro Awards can be submitted online at www.abag.ca.gov/awards/BayAreaMetro2018.html. The deadline for submissions is Friday, November 16, 2018. Winners will be selected by a jury representing ABAG, MTC and the community. A recognition ceremony is planned for May 2019.

The opening of the nomination window for the 2018-19 Bay Area Metro Awards marks the first time ABAG and MTC have teamed up to honor the region's difference-makers. Past ABAG and MTC awards programs separately honored individuals, projects, local governments and organizations that have made a positive impact on transportation, housing and sustainability in the nine-county region. Winners have included Mid-Pen, Union City and Eden Housing for their affordable transit-oriented development projects; San Francisco Lighthouse for the Blind and Smith-Kettlewell Eye Research Institute for developing braille and tactile BART maps; the Santa Clara Valley Resource Plan or Habitat Plan for wildlife conservation efforts; and a local program known as Transportation YOU for mentoring and encouraging disadvantaged girls to enter the transportation field.

Clipper Update Wins Commission Approval

The Metropolitan Transportation Commission approved a \$461 million contract proposal from Cubic Transportation Services Inc. to design, develop and operate a comprehensive update to the Bay Area's Clipper transit-fare payment system, which handles payment for more than 21 million bus, rail, light-rail, cable car and ferry trips operated by 22 separate transit agencies each month.

The current Clipper system, which originally launched in 2006 under the TransLink name, was designed in the late 1990s and has been operated by San Diego-based Cubic since 2009. Aging equipment and new technologies have made the current card-based system increasingly obsolete, lacking features such as mobile phone integration or the ability to immediately accommodate add-value transactions made online or by phone.

Terms of the proposed new contract call for Cubic to update the entire Clipper system with new equipment and back-end operations that will introduce:

- An account-based system that will let customers reload their Clipper cards through a variety of methods and use the value immediately;
- The ability to integrate with other transportation providers, such as bike share and paratransit;

- A new mobile app that allows customers to use their smart phones to reload their account and pay their fares; and
- Better compatibility with transit programs operated by employers, colleges and universities.

The modernization plan calls for minimal disruption to Clipper customers, who can continue to use their Clipper cards or opt for smart phone payment. While fares are set by individual transit agencies, the new Clipper system will better accommodate fare changes and allow the agencies to offer special fare promotions.

The new contract between MTC and Cubic will commence this fall, with the first operational improvements scheduled for 2019 and rollout of the new Clipper mobile-payment app in 2020. The total redesign and development will be completed by 2021, with customers transitioned to the new system by 2023. The development portion of the contract will involve updating equipment in hundreds of stations, and on more than 3,500 buses and light-rail vehicles; replacing 6,875 payment validators on buses and in stations and terminals; and upgrading more than 600 ticket machines.

The agreement identifies up to \$165 million for capital equipment plus \$222 million to extend Cubic's operation and maintenance of the system through 2032. The proposed contract also includes \$74 million to provide a 15 percent contingency and to cover estimated sales taxes on equipment purchases, boosting the total contract value for both capital and operating costs to \$461 million.

Weekend Blow-up Closed Last Chapter in Bay Bridge Demolition

A series of controlled implosions occurred Saturday, September 8, 2018 to remove a pair of the original 1936 Bay Bridge East Span's marine foundations from the San Francisco Bay shallows just west of the Oakland shoreline and mark the official end of demolition work on the old Bay Bridge. Technically known as Pier E-19 and Pier E-20, the concrete structures were the last of 18 marine foundations to be removed from the waters between Oakland and Yerba Buena Island during seasonal windows identified by state and federal regulatory agencies to minimize impacts on migratory fish.

Dismantling of the old bridge started in November 2013, with the first implosion of a onetime marine foundation at Pier E-3 occurring in November 2016. But the original East Span won't disappear entirely: Pier E-2 off Yerba Buena Island and Piers E-21 and E-22 near the Oakland shore will remain in place, reborn as supports for a pair of new public-access walkways. From the Oakland shoreline, a 600-foot long, 25-foot wide walkway will be constructed featuring lighting, a fitness area and a 45-foot wide overlook area at its western end. From Yerba Buena Island, a 15-foot wide walkway will lead to the repurposed Pier E-2, where people can take in sweeping vistas of the Bay and other sites.

Executive Director's Report

The following items are excerpts from the September 2018 Executive Director's Report to the Commission. To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

BSA Audit of Seismic Program, August 28, Sacramento

The Bureau of State Audits (BSA) has completed its third legislatively-directed audit of the Toll Bridge Seismic Retrofit Program. The earlier two audits were conducted when the program was beset by repetitive cost overruns and schedule delays. This latest analysis covered the period after the Toll Bridge Program Oversight Committee (TBPOC) was created by AB 144 in 2005. Among the key conclusions:

- The comprehensive risk management program implemented for the seismic program ultimately avoided more than \$455 million in potential costs and seven years of potential delays.

- Expenses related to the repair or replacement of components accounted for a small portion of the Bay Bridge project's overall cost.
- Although the seismic program will end roughly on budget in 2019, borrowing and maintenance costs are significant and will continue for decades.

Diesel Free by '33 Event, September 12, San Francisco

The Bay Area Air Quality Management District hosted a day-long event in conjunction with Governor Brown's Global Climate Summit. The centerpiece of the Air District event was a signing ceremony for elected leaders from throughout the region to pledge to be Diesel Free by 2033. MTC Chair Jake Mackenzie and several other MTC and ABAG board members participated in panel discussions throughout the day. Oh, and one more thing: the morning keynoter was Steve Kerr, coach of your NBA Champion Golden State Warriors.

CASA Technical Committee, September 19, San Francisco

The CASA Technical Committee had an information-packed agenda this week, with three presentations on (1) a menu of new housing revenue options, (2) an outline of what a new Regional Housing Trust Fund might look like, and (3) a summary of 16 policy changes that could facilitate the protection, preservation and production of housing at all income levels. The CASA Steering Committee will receive a similar set of presentations at its meeting on September 26th.

MPO Leadership Changes

In a game of musical chairs, Hasan Ikhata, the former executive director of the Southern California Association of Governments (SCAG), has been appointed to lead the San Diego Association of Governments. That means, of course, that SCAG will be looking for a new executive director – just like MTC. The Southern California transition will occur on December 1st.

Factoid of the Month

Here's the latest update on our structural imbalance between job creation and housing construction: from 2010 to 2017, the Bay Area created 722,000 jobs and only 106,000 housing units. CASA, the region turns its lonely eyes to you.

Map of the Month

Each month Executive Director Steve Heminger presents a new map to the Commission to help explain important trends in the Bay Area, across the nation, and around the world. September's Map of the Month illustrates the impact on local pavement conditions that could result from the passage or failure of Proposition 6, a statewide measure that has been submitted to California voters for consideration on November 6th 2018. This trio of maps focuses on the Pavement Condition Index (PCI), a metric used in determining the structural quality of existing roadway surfaces. The index ranges from 0 to 100, with 0 representing a failed road and 100 representing a brand-new facility. Currently in the nine-county Bay Area region, the 109 jurisdictions (including unincorporated parts of the counties) have an average PCI score of 67, which corresponds to a Fair condition. Should Proposition 6 pass, the Bay Area's average PCI score would fall to 57, which is "At risk" of failure. If Proposition 6 fails, SB 1 funds will remain intact thus providing dedicated funding to address significant deferred maintenance in the region's local road network and hold the average PCI score steady at 66 in 2027.

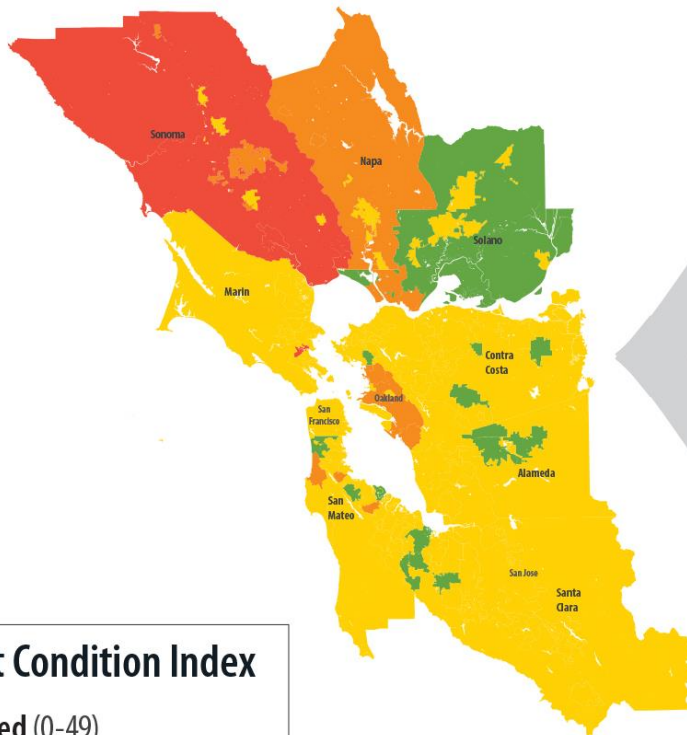
Visit our Map of the Month page at <http://gis.mtc.ca.gov/home/motm.html> to review not just our current map, but those presented at previous Commission meetings as well.



Possible 2027 Effects of the Passage of California Proposition 6 on Future Bay Area Pavement Condition

Map of the Month: September 2018

2017
Status Quo



Pavement Condition Index

■ Poor/Failed (0-49)

■ At Risk (50-59)

■ Good/Fair (60-79)

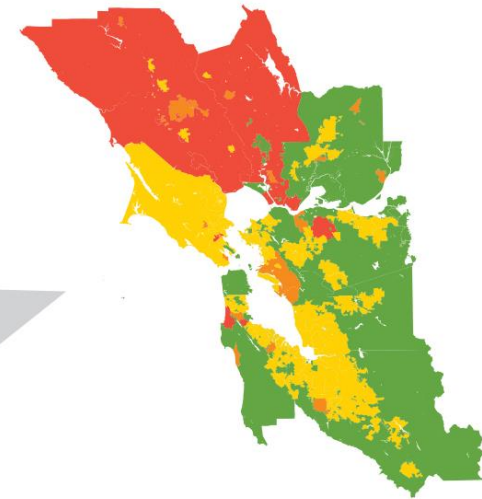
■ Excellent/Very Good (80-100)

MTG Graphics/pb — 9/18/18

Source: MTC

2027

With SB 1 Funds (Proposition 6 Fails)



2027

Without SB 1 Funds (Proposition 6 Passes)

