



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 12, 2019; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee
Clerk: Alberto Quintanilla

| | Page |
|---|-------------|
| 1. Roll Call | |
| 2. Citizens Advisory Committee Report – INFORMATION* | 5 |
| 3. Approve the Minutes of the February 26, 2019 Meeting – ACTION* | 13 |
| 4. Appointment of Up to Three Members to the Citizens Advisory Committee – ACTION* | 17 |
| <p>The Board will consider recommending appointment of up to three members to the Citizens Advisory Committee (CAC) at its March 12, 2019 meeting. The openings are the result of the term expirations of Myla Ablog (District 5 resident) and Chris Waddling (District 10 resident) and the automatic membership termination of Peter Sachs (District 4 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC’s By-Laws. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.</p> | |
| 5. State and Federal Legislation Update – ACTION* | 25 |
| <p>Support: Assembly Bill (AB) 1286 (Muratsuchi) Support if Amended: AB 1142 (Friedman)</p> | |
| 6. Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20 th Avenue Neighborway Project – ACTION* | 29 |
| 7. Amend the Prop AA Strategic Plan – ACTION* | 55 |
| 8. Authorize the Executive Director to Execute Certain Agreements and Documents for the Yerba Buena Island Southgate Road Realignment Improvements Project, Consisting of a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; Utility Relocation Agreement and Amendments to the Memorandums of Agreement | |

Board Meeting Agenda

- (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and a National Environmental Policy Act / California Environmental Quality Act Revalidation and Authorizing the Executive Director to Negotiate and Modify Agreement Payment Terms and Non-Material Agreement Terms and Conditions – **ACTION*** 93
9. Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – **ACTION*** 103
10. Update on the Caltrain Modernization Program and Business Plan – **INFORMATION*** 109
11. Update on the Transbay Transit Center Girder Fractures and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension – **INFORMATION*** 125

Other Items12. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.

13. Public Comment

14. Adjournment

***Additional Materials**

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Board Meeting Agenda

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.



This Page Intentionally Left Blank



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 27, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:06 p.m.

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, John Larson, Jerry Levine and Peter Tannen (6)

CAC Members Absent: Becky Hogue, David Klein and Rachel Zack (3)

Transportation Authority staff members present were Michelle Beaulieu, Eric Cordoba, Cynthia Fong, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Oscar Quintanilla and Mike Tan.

2. Chair's Report – INFORMATION

Chair Larson reported that staff had embarked on a review of alternative Governance, Oversight, Management, and Project Delivery options for the Downtown Extension (DTX), for which they had assembled a team of experts from multiple organizations. He said current efforts were 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. He said staff anticipated completing the effort in late spring and would provide regular updates to the Board and CAC, with the first one in March.

Chair Larson reported that staff had reached out to the San Francisco Municipal Transportation Agency (SFMTA) in response to Peter Tannen's request to have an SFMTA representative invited to answer questions about the e-scooter program. He said the SFMTA was currently preparing the mid-term evaluation of the pilot program and planned to provide a presentation to their Board in April. The SFMTA had agreed to provide the CAC with a presentation after the report was released to its Board.

Chair Larson gauged the interest of the CAC to schedule an ethics workshop led by Nossaman LLP, counsel for the Transportation Authority. He said Alberto Quintanilla, Clerk of the Board, would send the CAC an email to schedule a meeting date.

Chair Larson noted that a copy of the Executive Director's Report (EDR) from the February 26, 2019 Transportation Authority Board meeting had been provided to the CAC. He added that the CAC would receive the EDR moving forward.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the January 23, 2019 Meeting – ACTION
4. Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION – ACTION

5. Citizens Advisory Committee Appointment – INFORMATION

6. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

Jerry Levine moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

End of Consent Agenda

7. Adopt a Motion of Support for the Allocation of \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project – ACTION

Oscar Quintanilla, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Tannen asked why the intersections of 20th Avenue at Kirkham Street and at Ulloa Street were selected for traffic circles.

Nick Smith, Project Manager at the San Francisco Municipal Transportation Authority (SFMTA), said the main goal of the traffic circles was to facilitate U-turns for vehicles trying to make left turns going southbound on 19th Avenue, encouraging vehicles to make a U-turn instead of driving on 20th Avenue for a block. The selected intersections are where more of this behavior was observed.

Chair Larson asked how the community reacted to parking spaces being removed.

Mr. Smith said the SFMTA held a public hearing recently and most negative comments were around parking. He added that the majority of comments received were positive and the SFMTA had tried to minimize parking loss with measures such as reducing the length of intersection daylighting from 20 feet to 10 feet. He said that overwhelmingly, the response to the project had been positive.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

8. Adopt a Motion of Support for the Amendment of the Prop AA Strategic Plan – ACTION

Oscar Quintanilla, Senior Transportation Planner, and Anna LaForte, Deputy Director for Policy and Programming presented the item per the staff memorandum.

Jerry Levine asked if the Prop AA program had an expiration date.

Mr. Quintanilla said the Prop AA fee and expenditure plan were approved by San Francisco voters for 30 years.

Jerry Levine asked how motor vehicle was defined and if Transportation Network Companies (TNCs) were required to register scooters and newer motorized vehicles.

Mr. Quintanilla said he was not familiar with the requirements for new motorized vehicles and would need to get back to the CAC with more information. He added that Prop AA revenues

were part of the vehicle registration fee collected by the Department of Motor Vehicles.

Jerry Levine asked if there was any way to capture the \$10 Prop AA fee on TNC vehicles that were not registered in San Francisco but that provided service in San Francisco.

Mr. Quintanilla said the Prop AA vehicle registration fee is only collected on vehicles that are registered in San Francisco, but that the TNC tax on trips originating in San Francisco was one way to have TNCs contribute revenues toward transportation improvements.

Myla Ablog asked if pedestrian lighting fixtures were considered different than street lighting fixtures.

Mr. Quintanilla said the recommendation of the community-based transportation plan was to add pedestrian scale lighting, closer to the street than typical streetlights. He added that the recommendation from the plan is to create a network of better lit streets.

Myla Ablog stated that her vehicle windows had been smashed in five times in the Western Addition, since June 2018. She noted that Captain Angler recommended increased street lighting and cameras, at a recent community meeting, as ways to deter vehicle break-ins. She requested more attention to lighting in the Western Addition and Jefferson Park.

Kian Alavi said all TNC vehicles who drive in San Francisco should be charged the Prop AA \$10 registration fee. He also asked how the Transportation Authority was reaching out to different communities on the call for projects.

Mr. Quintanilla said the outreach strategy for the call for projects was still being developed. He added that the Transportation Authority typically relies on an email list that included district offices, public agencies, and community-based organizations.

Robert Gower asked how communities of concern were defined and selected.

Mr. Quintanilla said that communities of concern stems from a regional definition created by the Metropolitan Transportation Commission (MTC) and are defined as any census tract that either has both a concentration of minority population of over 70% and low-income household over 30% or a census track that has a concentration of low-income households over 30% and 3 of 6 disadvantage factors. Those disadvantage factors include; English deficiency, zero-vehicle households, seniors over the age of 75, individuals with disabilities, single-parent households and severely rent-burdened households. He added that the Transportation Authority modified the MTC definition to used census block group, a smaller geographic area than census tracts, to perform a finer grain analysis.

Robert Gower asked if there was a particular strategy to outreach to communities of concern.

Mr. Quintanilla said the Transportation Authority was strategizing ways to better connect with communities of concerns and added that Prop AA project sponsors were public agencies. He said that project submissions that were in communities of concern or benefitted communities of concern would receive priority.

Robert Gower asked if the projects were proposed by the communities.

Mr. Quintanilla replied that that was not necessarily the case but that projects that had the support of the community or district Supervisor scored higher in the evaluation process.

Ms. LaForte said that Prop AA funds are for final design and construction which required planning and initial conceptual engineering to have been completed. She added that projects that involve communities of concern are also given priority for multiple grant programs.

Chair Larson asked how often after a census was the communities of concern list updated.

Maria Lombardo, Chief Deputy Director, said there was not a regular cycle, but generally it was updated at least every 4 years when the regional transportation plan is updated, noting that the idea for communities of concern emerged from a prior regional transportation plan.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

9. **Adopt a Motion of Support to Authorize the Executive Director to Execute a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; the Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and the California Environmental Quality Act/National Environmental Policy Act Revalidation for the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION**

Dale Dennis, consultant for the Transportation Authority, presented the item per the staff memorandum.

Peter Tannen asked if Hillcrest Road heading east bound onto the ramp was a one-way road and if bike and pedestrian paths were 2-way facilities.

Mr. Dennis replied in the affirmative to both questions.

Kian Alavi asked what the nature of the agreement was in general and if the agencies requesting funds would be receiving funds directly from the Transportation Authority.

Mr. Dennis said the Transportation Authority would only be expending funds for the Utility Relocation Agreement, but would subsequently get reimbursed with federal or state funds.

Kian Alavi asked if \$5,534,760 was the project total.

Mr. Dennis clarified that the \$5,534,760 was the budget for the right-of-way acquisition costs.

Jerry Levine commented that the proposed project drawing was confusing and suggested having adequate wayfinding signage for visitors.

Mr. Dennis said that wayfinding signage was part of the project, and he agreed that signage would be very important given the complexity of the design. He added that there was no signalization besides the bike and pedestrian crossing.

Kian Alavi questioned the working environment of Caltrans based on a conversation he had with a female Caltrans employee. He advised the Transportation Authority to review all agreements with open eyes and through an ethical lens.

Chair Larson asked if the proposed bike and pedestrian pathway would route people under the bridge and up through Macalla Road. In addition, Chair Larson asked about bike/pedestrian access along Hillcrest Road.

Mr. Dennis replied in the affirmative about the bike routing. He added that the Bay Area Toll Authority (BATA) was conducting studies to move forward with implementation of the bike and

pedestrian pathway along Hillcrest Road.

Chair Larson asked if the proposed construction on Hillcrest Road to the eastbound on-ramp was existing roadway.

Mr. Dennis said the roadway was existing, but would be reconstructed with a different profile and would be widened.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Peter Tannen.

The item was not approved by the following vote:

Ayes: CAC Members Larson, Levine, and Tannen (3)

Abstain: CAC Members Ablog, Alavi and Gower (3)

Absent: CAC Members Hogue, Klein and Zack (3)

10. **Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Larson asked if slip-lining old sewer lines was as effective as replacing the sewer lines with new pipes.

Mr. Gabancho said slip-lining was being primarily used at the intersections crossing east to west along Van Ness Avenue to avoid having to trench across the intersections. He said slip-lining old sewer lines did provide a lower life span, between 75-85 years, compared to new sewers, but would save on the construction time. He added that new PUC sewer lines lasted around 125-150 years.

Chair Larson asked if the SFMTA had discussed the possibility of completely closing down Van Ness Avenue to speed up the construction timeframe.

Mr. Gabancho said that the project team discussed the possibility of closing down Van Ness Avenue during the environmental phase of the project and early engineering phase, but traffic modeling showed that the side streets would not be able to handle a diversion of traffic.

Robert Gower asked for an update regarding community engagement with local businesses along Van Ness Avenue. He referenced an article in the San Francisco Chronicle that speculated whether construction along Van Ness Avenue was responsible for the closure of businesses.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working extensively with businesses and closures were a major concern of the project team. She said that construction was not the cause of every business closures along Van Ness Avenue and said that the SFMTA was working with the Office of Economic and Work Development (OEWD) to establish a metric to monitor the status of businesses. She added that Walsh Construction had a field officer that was conducting outreach to help businesses with various challenges. Ms. McCarthy said that businesses that were struggling were referred to OEWD who then helped them build a business plan and provided technical assistance. She estimated that around 8 businesses were struggling due to construction.

Peter Tannen asked if the advertising space offered to businesses on Muni buses was free.

Ms. McCarthy said the advertising space was free but that businesses were responsible for the fee to produce the materials. She said advertising space had an estimated value of \$20,000 and the cost to print the materials was between \$1,000-\$2,000.

Peter Tannen asked if any businesses had taken advantage of the free advertising space.

Ms. McCarthy stated that no businesses had used the space, but said the project team was working with OEWD to do a corridor wide promotional campaign.

Robert Gower thanked the project team for their efforts working with businesses along the Van Ness corridor.

Kian Alavi asked if the SFMTA had a field officer similar to OEWD, if all the businesses had been mapped, and if the project team was comparing the corridor metric with the citywide metric.

Ms. McCarthy replied that the SFMTA had two full time staff members who walk the corridor and communicate with businesses. In regard to mapping the businesses, Ms. McCarthy said a pre-construction survey for businesses and residents was being conducted to get an understanding of loading-zone areas, hours of operations and contact information. She added that the project team recently asked OEWD for city metrics to do a comparison and would get back to the CAC.

Kian Alavi asked if OEWD had the capacity to properly help all the businesses along the corridor.

Ms. McCarthy said OEWD had recently hired a new staff member to help the project team and businesses.

Kian Alavi asked if the project team felt like they were finally getting a handle on the project.

Mr. Gabancho said that they had picked up momentum over the past couple months and had gotten over the technical challenges. He said the conversation had changed from solving technical challenges to strategizing ways to maximize production.

Kian Alavi said that he hoped the learning curve was codified for future projects.

Jerry Levine asked if there had been a review or assessment of potential impacts to property value along the corridor from before construction to the present.

Mr. Gabancho said the SFMTA had not done any assessments and had not heard of any assessments being conducted.

Peter Tannen asked about the status of special traffic permits and Caltrans' permission for weekend shutdowns.

Mr. Gabancho said that the special traffic permits were being issued as requested and that the project team was working closely with the contractor and traffic engineers to not have burdensome impacts to the public. In reference to Caltrans' permission for weekend shutdowns, Mr. Gabancho said the SFMTA was working with the contractor and had a Caltrans liaison who spent a great deal of time at the construction office. He said the SFMTA's Caltrans liaison would need to bring specific plans with benefits to Caltrans in order to schedule a partial shutdown or close an additional lane on the weekends.

Peter Tannen asked for a definition of water resequencing.

Mr. Gabancho said water work was supposed to follow sewer work. The initial plan was to put in a block of water line, and then chlorinate the line to disinfect all the new water lines before they were connected to the buildings. Lastly, the new lines would be connected to the individual properties. He the San Francisco Public Utilities Commission and the contractor came up with a plan where instead of working on one block at a time, they would work on 3-4 blocks at a time. Afterwards, they would do the disinfection, chlorination, and pressures testing all at once for the 3-4 blocks. Mr. Gabancho said instead of 3 blocks taking 5 days each for a total of 15 days, they had 3 blocks running within 5 days of chlorination, which saved 10 days on the schedule. He added that it changed the construction sequence.

Peter Tannen asked if increasing staff production to 6 days a week was considered overtime.

Mr. Gabancho replied in the affirmative.

Peter Tannen asked who was on the Dispute Review Board.

Mr. Gabancho said the Dispute Review Board was made up of 3 individuals with an estimated combined 150 years of construction experience. He said they were experts on construction, engineering and dispute negotiations. He added that one member was selected by the city, another by Walsh Construction and the last member by the first two selected Board members.

Peter Tannen asked which public figures were being regularly briefed.

Mr. Gabancho said the Board of Supervisors whose districts were affected by the project were being briefed as requested and as needed.

Peter Tannen asked for an overview of the Meet the Experts Speakers Series.

Mr. Gabancho said the series was held once a month, with a different location picked along the corridor. He said a member of the city or contractor staff was selected to talk about an aspect of the project or Van Ness corridor. He added that the series allowed the project team to interact with the public in an informal setting.

Peter Tannen requested that the CAC be added to the Meet the Experts Speakers Series mailing list.

During public comment Jackie Sachs asked if the California Pacific Medical Center emergency entrance on Franklin Street was affected by the construction.

Peter Gabancho said the project team was working closely with the California Pacific Medical Center to ensure that construction did not interfere with the hospital and their upcoming grand opening.

11. Introduction of New Business – INFORMATION

Myla Ablog requested a presentation explaining how the California Public Utilities Commission would implement Senate Bill 1376: TNC Access for All Act (Hill), a regulation to levy a per-trip surcharge on TNCs to fund a wheelchair ride-hail program, in San Francisco. She stated she was on disability and shared an upsetting experience she recently had with a TNC driver who illegally parked in a Muni red zone to pick her up despite her deliberately waiting outside of the red zone. She said TNCs should emphasize educating their drivers on where to properly pick up customers.

Chair Larson thanked Myla for sharing her story and reiterated the need for TNC regulation. He requested that the Transportation Authority invite representatives from the TNCs to hear the CAC's experiences with ride-sharing companies.

Kian Alavi also thanked Myla for sharing her experience. He said TNCs were making the roads unsafe and stated that Lyft and Uber were billion-dollar companies who were helping accelerate the gentrification of the city. He said TNCs most important resource was public roads, but yet the public did not have access to their data or the ability to tax them. He added that TNCs were destroying the public transit system, with public transit ridership decreasing due to cheap rideshare fares. Lastly, he said the Transportation Authority, Board of Supervisors and City needed to look for ways to regulate TNCs and prevent them from changing the city's way of life.

Peter Tannen asked staff to find out when the Board of Supervisors would be updated on the SFMTA's progress in implementing the Budget and Legislative Analyst's recommended policy options in response to Muni's transit operator staffing shortage.

Chair Larson requested a status update on the 1570 Burke Avenue Facility Renovation project. He also requested an update on the recent high-speed rail announcement by Governor Newsom and asked if the announcement would affect the blended train system in the Peninsula and ongoing discussion around train platforms in the Transbay Transit Center.

Ms. Lombardo said Chair Peskin had made remarks that train service was coming to the Transbay Transit Center and said the CAC would hear a bit of a high-speed rail update when staff brings an update on the Downtown Rail Extension next month.

Robert Gower reported that the new eastern entrance of Balboa Park BART station had made a major difference for District 11 residents. He said Muni trains were fully integrated with the BART station and provided a direct entrance.

There was no public comment.

12. Public Comment

During public comment Jackie Sachs asked for an update on the 3rd Street light-rail and Central Subway projects.

Chair Larson seconded the request for a 3rd Street light-rail project update particularly given the work on boarding islands in Mission Bay.

Eric Cordoba, Deputy Director for Capital Projects, said he would pass along the Item 9 (Southgate Road Realignment Improvements Project) comments made by the CAC to the Executive Director and Board. He stated that the Transportation Authority had a relationship with the Treasure Island Development Agency (TIDA) to redevelop the transportation network on and off the Bay Bridge and would need to move the item to the March 12, 2019 Transportation Authority Board meeting.

Chair Larson asked that the sentiments of the discussion and ethical concerns raised by the CAC in regard to Item 9 be shared with the Board.

Myla Ablog said she abstained from the Item 9 vote because she worked with the United States Army Corps of Engineers and wanted to avoid any potential conflict of interest.

Mr. Cordoba clarified that for the discussed project there were no permits required from the United States Army Corps of Engineers.

Chair Larson said the CAC tour of the Yerba Buena Island eastbound ramp was a highlight of his CAC experience and he recalled learning about the requirement businesses had, that required them to store their equipment in San Francisco, to be awarded a construction contract. He observed how much Treasure Island had change since the tour.

Eric Cordoba concurred that Treasure Island was in transition and said Chair Larson was referring to Cal Con Pumping, Inc and that that the business was still based out of Treasure Island. He suggested scheduling another site-visit for the CAC.

Peter Tannen reiterated the benefit of having the Yerba Buena and Treasure Island CAC tour.

13. Adjournment

The meeting was adjourned at 7:55 p.m.



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 26, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:05 a.m.

Present at Roll Call: Commissioners Fewer, Mar, Mandelman, Peskin, Stefani, Walton, and Yee (7)

Absent at Roll Call: Commissioners Brown (entered during Item 2), Haney (entered during Item 2), Ronen, and Safai (4)

2. Chair's Report – INFORMATION

Chair Peskin expressed his condolences to the family, friends, and colleagues of the recently passed public defender, Jeff Adachi. He further commented on Mr. Adachi's impact on the city citing as examples his role in founding B'Magic in the Bayview and Mo Magic in the Fillmore, organizations building youth empowerment in those neighborhoods. Chair Peskin also stated that the city would redouble efforts with Mr. Adachi's team to implement plans expeditiously in honor of Mr. Adachi's memory. He also expressed gratitude for working with each colleague every day.

Chair Peskin thanked several Board members for serving in key leadership roles at the Transportation Authority this year, specifically Vice-Chair Stefani, Commissioner Yee serving as Chair of the Vision Zero Committee, Commissioner Haney serving as Chair and Commissioner Walton serving as Vice-Chair on the Treasure Island Mobility Management Agency Committee, Commissioner Mandelman serving as Vice-Chair on the Personnel Committee, and Commissioner Ronen serving as representative to the Metropolitan Transportation Commission. He also acknowledged that the agency has a full agenda for the year, marked by several major planning, funding and project delivery efforts.

Chair Peskin commented on a forthcoming update related to the city's Downtown Extension project, commenting that the Governor and the California High Speed Rail Authority still planned to deliver high speed rail for the San Francisco to Los Angeles system and to seek additional funding to build out these segments. He further stated that completion of the Downtown Extension was imperative, and that the Transportation Authority was committed to making the project a reality, which meant looking at governance and oversight for the joint powers boards of both Caltrain and the Transbay Joint Powers Authority.

Chair Peskin concluded his comments by recognizing for Black History Month the work of Garrett Morgan, the inventor of the three-light traffic signal, also known as the stoplight, patented in 1923.

There was no public comment.

3. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Haney asked about the work around the Downtown Extension and Transbay Joint Powers Authority (TJPA), regarding the timeline/phases for the report and what the Board's role would be with the project.

Director Chang thanked Commissioner Haney for serving on the TJPA Board of Directors and answered that the governance, oversight, and project delivery work was to come within the May timeframe and she offered to update the commissioner or anyone else interested in the project.

During public comment Francisco Da Costa suggested having quarterly reports on the Downtown Extension project. He further commented on the growing population and increase in carbon footprint in San Francisco.

Consent Agenda

4. **Approve the Minutes of the February 12, 2019 Meeting – ACTION**
5. **[Final Approval] Approve the 2019 State and Federal Legislative Program – ACTION**
6. **[Final Approval] State and Federal Legislation Update – ACTION**
7. **[Final Approval] Allocate \$11,115,000 and Appropriate \$500,000 in Prop K Sales Tax Funds, with Conditions, for Six Requests – ACTION**
8. **[Final Approval] Adopt the Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning] – ACTION**
9. **[Final Approval] Adopt the Fiscal Year 2019/20 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**
10. **[Final Approval] Authorize the Executive Director to Execute All Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements, and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds, Including Agreements for the Yerba Buena Island Westside Bridges Seismic Retrofit Project and the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION**
11. **[Final Approval] Award a Two-Year Professional Services Contract, with an Option to Extend for Two Additional Two-Year Periods, to Wiltec, Inc. in an Amount Not to Exceed \$100,000 for Performance Monitoring and Analysis Services for the Congestion Management Program – ACTION**

There was no public comment.

Commissioner Walton moved to approve the Consent Agenda, seconded by Commissioner Yee.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Stefani, Walton and Yee (9)

Absent: Commissioners Ronen and Safai (2)

End of Consent Agenda

Other Items**12. Introduction of New Items – INFORMATION**

There were no new items introduced.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 10:23 a.m.



This Page Intentionally Left Blank

RESOLUTION APPOINTING THREE MEMBERS TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are three open seats on the CAC resulting from two members term expirations and a member's suspension due to excessive absences per the CAC's By-Laws; and

WHEREAS, At its March 12, 2019 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing three members to serve on the CAC for a period of two years, with final approval to be considered at the March 19, 2019 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints three members to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

Date: March 12, 2019
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 03/12/19 Board Meeting: Appointment of Up to Three Members to the Citizens Advisory Committee

| | |
|--|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are three open seats on the CAC requiring Board action. The vacancies are the result of the term expirations of Myla Ablog (District 5 resident) and Chris Waddling (District 10 resident) and the automatic membership termination of Peter Sachs (District 4 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC’s By-Laws. There are currently 54 applicants, in addition to Ms. Ablog who is seeking reappointment, to consider for the open seats.</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment |
|--|--|

DISCUSSION

Background.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority’s Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

Agenda Item 4

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2018/19 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members
Attachment 2 – Matrix of CAC Applicants
Enclosure 1 – CAC Applications

Attachment 1 (Updated 3.6.19)
CITIZENS ADVISORY COMMITTEE¹

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation | First Appointed | Term Expiration |
|-------------------------|---------------|------------------|-----------------|----------------------------|---|------------------------|------------------------|
| Chris Waddling | M | NP | 10 | Silver Terrace | Neighborhood | Dec 12 | Dec 18 |
| Myla Ablog | F | Filipina | 5 | Japantown/Western Addition | Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen | Sep 13 | Mar 19 |
| Peter Sachs | M | NP | 4 | Outer Sunset | Environmental, Labor, Public Policy | Jul 15 | Jul 19 |
| Kian Alavi | M | NP | 9 | Mission | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen | Dec 17 | Dec 19 |
| Peter Tannen | M | C | 8 | Inner Mission | Environmental, Neighborhood, Public Policy | Feb 08 | Feb 20 |
| John Larson, Chair | M | NP | 7 | Miraloma Park | Environment, Neighborhood, Public Policy | Mar 14 | Mar 20 |
| Rachel Zack | F | C | 3 | Union Square/Nob Hill | Environmental, Labor, Neighborhood, Public Policy | June 18 | June 20 |
| Robert Gower | M | C | 11 | Mission Terrace | Disabled, Environment, Neighborhood, Public Policy, Senior Citizen | Sept 18 | Sept 20 |
| David Klein, Vice-Chair | M | C | 1 | Outer Richmond | Environment, Labor, Neighborhood, Public Policy, Senior Citizens | Sept 18 | Sept 20 |
| Jerry Levine | M | C | 2 | Cow Hollow | Business, Neighborhood, Public Policy | Nov 18 | Nov 20 |
| Becky Hogue | F | C | 6 | Treasure Island | Disabled, Neighborhood | Dec 19 | Dec 21 |

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

² Member was automatically suspended due to excessive absences per CAC by-laws as of October 31, 2018.

Attachment 2 (Updated 3.6.19)

APPLICANTS

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation/Interest |
|------------------------|--------|-----------|----------|---------------------------------------|---|
| 1 Myla Ablog | F | Filipina | 5 | Japantown/Western Addition | Business, Disabled, Environmental, Neighborhood, Labor, Public Policy, Senior Citizen |
| 2 Nancy Arms Simon* | NP | NP | 10 | Bayview | Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen |
| 3 Philip Bailey* | M | C | 5 | North of Panhandle | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 4 Max Barnes* | M | NH | 9 | Mission | Business, Disabled, Environment, Labor, Neighborhood, Public Policy |
| 5 Joe Blubaugh* | NP | NP | 9 | Bernal Heights / Market Street | Environment, Neighborhood, Public Policy |
| 6 Raynee Chiang* | F | A | 4 | Central Sunset | Environment, Neighborhood, Public Policy |
| 7 Natalie Chyba* | F | C | 5 | Bernal Heights | NP |
| 8 Chris Coghlan* | M | NP | 7 | Sunnyside | Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen |
| 9 Will Conkling* | M | C | 9 | Bernal Heights | Business, Environment, Neighborhood, Public Policy |
| 10 Leticia Contreras* | F | H/L | 4 | Sunset District | Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 11 Gordon Crespo* | M | NP | 7 | Midtown Terrace | Environment, Public Policy |
| 12 Nicholas Fohs* | M | C | 9 | Bernal Heights | Business, Environment, Labor, Neighborhood, Public Policy |
| 13 Erin Handsfield* | F | NP | 10 | Potrero Hill | Business, Public Policy, |
| 14 Calvin Ho* | M | A | 4 | Outer Sunset/Parkside | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 15 KE Hones* | F | AI | 9 | Mission / Potrero Hill & Civic Center | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 16 Virginia Jaramillo* | F | NP | 9 | Bernal Heights | Business, Disabled, Neighborhood, Senior Citizen |

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation/Interest |
|-------------------------------|---------------|------------------|-----------------|---------------------|---|
| 17 Amanda Jimenez* | F | H/L | 4 | Outer Sunset | Disabled, Environment, Neighborhood, Public Policy |
| 18 Jeremy Kazzaz* | M | NP | 9 | Mission | Business, Environment, Labor, Neighborhood, Public Policy |
| 19 John Hyung-Jun Kim* | M | A | 9 | Mission | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 20 Ronald Konopaski* | M | NP | 1 | Richmond | Business, Disabled, Environment, Neighborhood, Senior Citizen |
| 21 Stephen Kubick* | M | C | 10 | Potrero Hill | Business, Neighborhood, Public Policy |
| 22 Roger Kuo* | NP | NP | 3 | Financial District | Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen |
| 23 Robin Kutner* | F | NP | 8 | Buena Vista | Environment, Neighborhood |
| 24 Matthew Laroche* | M | C | 4 | Outer Sunset | NP |
| 25 John Loeber* | NP | NP | 3 | Nob Hill | Business, Environment, Neighborhood, Public Policy, |
| 26 Dale Low* | M | A | 9 | Bernal Heights | Environment, Neighborhood, Public Policy |
| 27 Patrick Maley* | M | NP | 1 | Richmond | Environment, Labor, Neighborhood, Public Policy |
| 28 Gail Mallimson* | F | C | 9 | Bernal Heights | Business, Environment, Neighborhood, Public Policy |
| 29 Michael McDougall* | NP | NP | 8 | Glen Park | Disabled, Environment, Public Policy |
| 30 Kary McElroy* | F | C | 5 | Alamo Square | Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen |
| 31 Marlo McGriff* | M | AA | 8 | Mission/Dolores | Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 32 Maer Melo* | M | AA | 9 | Mission | Business, Disabled, Environment, Neighborhood, Public Policy |
| 33 Laura Milvy* | NP | NP | 9 | Portola | Labor, Neighborhood |
| 34 Meaghan Mitchell* | F | AA | 10 | Bayview | Business, Labor, Neighborhood, Public Policy |

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation/Interest |
|------------------------------|---------------|------------------|-----------------|---------------------------------------|---|
| 35 Antoinette Mobley* | NP | AA | 10 | Bayview | Business, Environment, Neighborhood |
| 36 Tyler Morris* | M | C | 9 | Bernal Heights | Business, Disabled, Environment, Neighborhood, Public Policy |
| 37 Vi Nguyen* | F | NP | 9 | Bernal Heights | Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 38 Wayne Norton* | M | AA | 10 | Bayview/Hunter's Point | Business, Environment, Neighborhood, Public Policy |
| 39 Edward Parillon* | M | AA | 8 | Mission | Business, Environment, Labor, Neighborhood, Public Policy |
| 40 Ian Poirier* | M | NP | 10 | Dogpatch | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 41 John Powell* | M | H/L | 1 | Outer Richmond | Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 42 Jacqueline Sachs | F | C | 2 | Western Addition | Disabled, Neighborhood |
| 43 Ramy Shweiky* | M | NP | 10 | Bayview | Business, Environment, Labor, Neighborhood, Public Policy |
| 44 Jeff Silver* | M | C | 8 | Buena Vista Park / Financial District | Business, Neighborhood |
| 45 Gregory Smith* | M | C | 1 | Mid Richmond | Environment, Labor, Senior Citizens |
| 46 Abraham Snyder* | M | C | 9 | Mission / SOMA | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 47 Stephanie Solet* | F | H/L | 9 | Noe Valley | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 48 Bradley Tanzman | M | C | 6 | Treasure Island | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 49 Eric Tucker* | M | C | 10 | Visitacion Valley | Business, Environment, Neighborhood, Public Policy |
| 50 Sophia Tupuola* | F | NH | 10 | Bayview Hunters Point | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen |
| 51 Anne Widera* | F | NP | 10 | Potrero Hill | Business |
| 52 Brian Wong* | NP | NP | 5 | Divisadero/NOPA | Business, Environment, Neighborhood, Public Policy |

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation/Interest |
|-------------------|--------|-----------|----------|---------------------|--|
| 53 Stephen Woods* | M | C | 4 | Sunset | Environment, Labor, Neighborhood, Public Policy |
| 54 Bozhao Yu* | M | A | 1 | Lone Mountain | Business, Environment, Neighborhood, Public Policy |
| 55 Yan Zhu* | NP | NP | 6 | Western SOMA / SOMA | Disabled, Environment, Neighborhood, Public Policy, Senior Citizen |

A – Asian AA – African American AI – American Indian or Alaska Native C – Caucasian H/L – Hispanic or Latino
 NH – Native Hawaiian or Other Pacific Islander NP – Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.

RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL 1286 (MURATSUCHI) AND A SUPPORT IF AMMENDED POSITION ON ASSEMBLY BILL 1142 (FRIEDMAN)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting one new support positions on and AB 1286 (Muratsuchi) and one support if amended position on AB 1142 (Friedman); and

WHEREAS, At its March 12, 2019 meeting, the Board reviewed and discussed AB 1286 and AB 1142 (Friedman) (Muratsuchi); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 1286 (Muratsuchi) and one support if amended position on AB 1142 (Friedman); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment: Table 1

State Legislation – March 2019

To view documents associated with the bill, click the bill number link.

Since last month, many new bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22nd was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to you at future meetings as it becomes available.

Staff is recommending one new support position on Assembly Bill (AB) 1286 (Muratsuchi) and one new support if amended position on AB 1142 (Friedman) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch. **Table 2** shows the status of bills on which the Board has already taken a position this session. Several other bills are anticipated to be considered by the Vision Zero Committee at its March 14 meeting and if recommended for a position, these bills will be included on the agenda for the March 19 Board meeting.

Table 1. Recommendations for New Positions

| Recommended Position | Bill # Author | Title and Description |
|----------------------|---|--|
| Watch | AB 147 Burke D | <p>Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.</p> <p>This bill would provide that a marketplace facilitator is considered the seller and retailer for each sale facilitated through its marketplace. The bill would provide a marketplace facilitator relief from liability for the tax on a retail sale in specified circumstances.</p> <p>This bill is sponsored by California State Treasurer Fiona Ma, and is intended to establish a set of tax collection rules consistent with the recent <i>South Dakota v. Wayfair</i> decision, whereby the U.S. Supreme Court established that states may charge taxes on purchases made from out-of-state sellers, even if the seller does not have a physical presence in the taxing state. The California Department of Tax and Fee Administration estimate that this bill will result in net state and local revenue gains of \$297 million in FY 2019-20 and \$462 million in FY 2020-21. The League of California Cities is on record in support of this bill, and MTC staff are recommending that their commission take a support position as well.</p> <p>We are following up with the Office of the Treasurer and Tax Collector about any potential impacts of this legislation on San Francisco’s “Wayfair” sales tax, implemented through the cannabis tax. We will provide an update on this at the March 12 Board meeting if we have new information.</p> |

| | | |
|--------------------|---|--|
| Watch | AB 380 Frazier D | <p>Office of the Transportation Inspector General.</p> <p>This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General, as an independent office that would not be a subdivision of any other department. The Office would be charged with ensuring that state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The Transportation Authority, SFMTA, and other local and regional agencies would be subject to oversight and potential audits per this bill. We will monitor the bill's development, engage with our partner agencies to provide comments to the author, and report on any additional potential impacts to San Francisco.</p> |
| Watch | AB 659 Mullin D | <p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> <p>This bill would establish a grant program designed to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. It would be funded by up to \$10 million from Proposition 1B (state bond program) or another source identified by the California Transportation Commission.</p> <p>Assembly member Mullin introduced a similar bill in last year's session, which the Transportation Authority Board was watching. It did not pass out of committee.</p> |
| Support if Amended | AB 1142 Friedman D | <p>Strategic Growth Council: transportation pilot projects: regional transportation plans.</p> <p>This bill would make two type of changes. First, it would require that the Strategic Growth Council, in consultation with the State Air Resources Board, fund pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. Second, the bill would also revise the required indicators that must be addressed by regional transportation plans (such as Plan Bay Area) to include the number of trips provided by transportation network companies (such as Uber and Lyft), and to include measures of the barriers to transit usage, such as insufficient parking availability and lack of microtransit.</p> <p><u>We recommend that the bill be amended to include “lack of safe pedestrian and bicycle access” and “lack of transit-supportive land uses” as barriers to transit usage that must be measured in regional transportation plans.</u></p> |

| | | |
|---------|--|---|
| Watch | AB 1277 Obernolte R | <p>Major transportation infrastructure construction projects: oversight committees.</p> <p>This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project with a cost of \$500,000,000 or more to form an oversight committee, subject to applicable open meeting laws, and to develop and use risk management plans throughout the course of the project. The bill would require that the committee act as the authority for critical decisions regarding the project, and have sufficient staff to support decision making.</p> |
| Support | AB 1286 Muratsuchi D | <p>Shared mobility devices: agreements.</p> <p>This bill would require that shared mobility providers, such as scooter-share or bike-share companies, enter into agreements with a jurisdiction before distributing shared-mobility devices within the jurisdiction. The required agreement would require that the provider maintain general liability insurance, and would prohibit the provider from including in their user agreements any provision by which the user would wave their legal rights. This bill would also require the jurisdiction adopt safety rules regarding the use of the shared mobility devices before the devices are made available to the public by a provider.</p> <p>Right now the bill sets no time limit for a jurisdiction to act. We would propose reaching out to the author to express our support for this feature and convey our concerns about any future amendment that would allow a shared mobility provider to proceed with distribution of their devices if a jurisdiction has not acted within a certain timeframe.</p> <p>The SFMTA, in coordination with other city agencies, is engaging with the bill sponsor to fine tune the language. We will provide an update to the Board on March 12 if more information is available.</p> |

Table 2. Bill Status for Active Positions Taken in the 2019-2020 Session

| Adopted Positions | Bill # Author | Bill Title | Bill Status (as of 3/1/2019) |
|-------------------|--|--|------------------------------------|
| Support | AB 252 Daly D | Department of Transportation: environmental review process: federal program. | Assembly Transportation |
| | SB 127 Wiener D | Transportation funding: active transportation: complete streets. | Senate Transportation |

RESOLUTION ALLOCATING \$560,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, FOR THE 20TH AVENUE NEIGHBORWAY PROJECT

WHEREAS, The Transportation Authority received one request from the San Francisco Municipal Transportation Agency (SFMTA) for a total of \$560,000 in Prop K local transportation sales tax funds for the 20th Avenue Neighborway Project, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The SFMTA is requesting funds from the Prop K Expenditure Plan Bicycle Circulation/Safety category for the subject request; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the aforementioned programmatic category; and

WHEREAS, The request is consistent with the 2019 Prop K Strategic Plan and the relevant 5YPP; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$560,000 in Prop K funds, with conditions for the 20th Avenue Neighborway project, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its February 27, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation;



now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$560,000 in Prop K funds, with conditions, for the 20th Avenue Neighborway project as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan, and the relevant 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedule detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Application Received
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary – FY 2018/19
5. Prop K/Prop AA Allocation Request Forms (1)

| Source | EP Line No./Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | Total Cost for Requested Phase | Leveraging | | | Phase Requested | District |
|--------|-----------------------------------|------------------------------|--------------------------|------------------------|--------------------------------|---|---|--|-----------------|----------|
| | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase ⁴ | | | |
| Prop K | 39 | SFMTA | 20th Avenue Neighborhood | \$ 560,000 | \$ 1,422,000 | 28% | 61% | | Construction | 4 |
| | | | TOTAL | \$ 560,000 | \$ 1,422,000 | 28% | 61% | | | |

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Description ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|--------------------|--------------------------|---------------------------|---|
| 39 | SFMTA | 20th Avenue Neighborhood | \$560,000 | Funds will be used to construct bicycle and pedestrian safety improvements along a 1.9 mile segment of 20th Avenue, between Golden Gate Park and Stern Grove. The project will upgrade existing sharrows to designated bike lanes, generally southbound between Lincoln Way and Quintara Street, and northbound between Wawona and Quintara streets. The project also includes installing a bike signal at Lincoln Way and 20th Avenue, traffic circles at Kirkham St/20th Avenue and Ulloa St/20th Avenue, a bulbout and rectangular rapid flashing beacon at Judah St and 20th Avenue, speed humps, daylighting intersections, and other safety and traffic calming measures. Due to conversion of angled parking to parallel parking, signal improvements, and daylighting intersections, the project will remove 38 parking spaces. City crews will construct the project. SFMTA anticipates completing the project by June 2020. |
| TOTAL | | | \$560,000 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendation ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendation |
|--------------------------|--------------------|--------------------------|-----------------------------|---|
| 39 | SFMTA | 20th Avenue Neighborhood | \$ 560,000 | Quarterly progress reports shall include anticipated milestones for the upcoming quarter. |
| TOTAL | | | \$560,000 | |

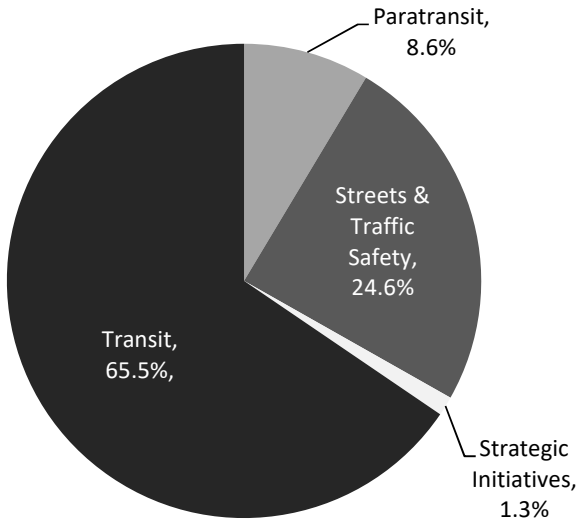
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

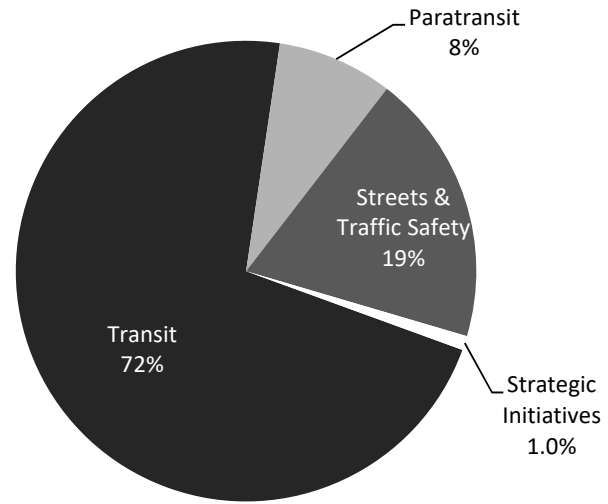
| PROP K SALES TAX | | | | | | | |
|------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-------------------|-------------------|
| | Total | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 |
| Prior Allocations | \$ 85,621,612 | \$ 34,090,507 | \$ 27,664,999 | \$ 19,378,931 | \$ 3,918,112 | \$ 569,063 | \$ - |
| Current Request(s) | \$ 560,000 | \$ - | \$ 560,000 | \$ - | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 86,181,612 | \$ 34,090,507 | \$ 28,224,999 | \$ 19,378,931 | \$ 3,918,112 | \$ 569,063 | \$ - |

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 20th Avenue Neighborway |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|----------------------------|
| Prop K EP categories: | Bicycle Circulation/Safety |
| Current Prop K Request: | \$560,000 |
| Supervisory District(s): | District 04 |

REQUEST

Brief Project Description

Bicycle and pedestrian safety improvements along a 1.9 mile segment of 20th Avenue, between Golden Gate Park and Stern Grove. The project proposes upgrading existing sharrows to designated bike lanes, generally southbound between Lincoln Way and Quintara street, and northbound between Wawona and Quintara streets. The project also includes installing a bike signal at Lincoln Way and 20th Avenue, speed humps, daylighting intersections, among other safety and traffic calming measures. The project includes converting some angled parking to parallel parking.

Detailed Scope, Project Benefits and Community Outreach

20th Avenue is a neighborhood street with existing sharrows indicating it is a bikeway. The proposed project scope will improve upon these sharrows by improving the bike facilities and slowing down vehicle traffic to make this bikeway more useable for more vulnerable populations and reduce the number of traffic collisions, thereby helping the City meet its goal of Vision Zero. The project connects Golden Gate Park, across the high volume Lincoln Way, south to Stern Grove, a 1.9 mile segment between Lincoln Way and Wawona Street. Along the corridor, there are intersections with key business districts including Irving and Taraval streets.

The SFMTA is proposing to improve this bikeway with uphill bike lanes, generally southbound between Lincoln and Quintara and northbound between Wawona and Quintara. In addition to the bike lanes, two speed humps are recommended per block to help calm traffic on this Sunset Neighborhood bike corridor. A bulb out on the northwest corner and rectangular rapid flashing beacon are planned for the intersection of 20th Avenue at Judah Street to shorten the crossing distance and improve pedestrian visibility. Additionally, the SFMTA is daylighting intersections to improve visibility, installing a bike signal at 20th Avenue and Lincoln Way and installing two traffic circles at the 20th Avenue intersections of Kirkham Street and Ulloa Street. In total, due to conversion of front in angled parking to back in angled parking, conversion of front in angled parking to parallel parking, red zones and the signal improvements at Lincoln Way, the project will remove approximately 38 parking spaces. SFMTA proposes to implement these changes to accommodate the bicycle facility on 20th Avenue, to align with engineering best practices and to improve safety for the street's most vulnerable users.

The SFMTA conducted outreach for the project, receiving input and recommendations to make 20th Avenue a more accommodating street. During the summer of 2017, SFMTA staff tabled on Irving Street and Larsen Park, introducing the project and receiving general feedback on improvements people would like to see in the future. Additionally, SFMTA staff led two Open Houses- April 12 and August 2, 2018. The first Open House was an introduction to the project and staff presented two general alternatives for improvements. The second Open House honed in on a preferred option for improvement and shared it with the public. In addition to the tabling and open houses, staff presented the project to Outer Sunset Merchants' Association on two occasions, reached out to People of Parkside Sunset and went door-to-door talking with businesses near the 20th Avenue and Irving Street intersection. Overall, community-members have demonstrated strong support for proposed changes on 20th Avenue.

For more information, please visit: <https://www.sfmta.com/projects/20th-avenue-neighborway-project>

Project Location

20th Avenue between Lincoln Way and Wawona Street

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

| | |
|---|---|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | Named Project |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Less than or Equal to Programmed Amount |
| Prop K 5YPP Amount: | \$560,000 |

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 20th Avenue Neighborway |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

| Phase | Start | | End | |
|--|-------------|---------------|-------------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering | Apr-May-Jun | 2017 | Jan-Feb-Mar | 2018 |
| Environmental Studies (PA&ED) | Jul-Aug-Sep | 2018 | Oct-Nov-Dec | 2018 |
| Right of Way | | | | |
| Design Engineering (PS&E) | Apr-May-Jun | 2018 | Apr-May-Jun | 2019 |
| Advertise Construction | | | | |
| Start Construction (e.g. Award Contract) | Apr-May-Jun | 2019 | | |
| Operations | | | | |
| Open for Use | | | Apr-May-Jun | 2020 |
| Project Completion (means last eligible expenditure) | | | Oct-Nov-Dec | 2020 |

SCHEDULE DETAILS

Environmental review completion December 2018
SFMTA Board approval anticipated March 19, 2019

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 20th Avenue Neighborway |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|------------|--------------------|------------|--------------------|
| PROP K: Bicycle Circulation/Safety | \$0 | \$560,000 | \$0 | \$560,000 |
| PROP A GENERAL OBLIGATION BOND | \$0 | \$172,952 | \$0 | \$172,952 |
| PROP B POPULATION BASELINE GENERAL FUND | \$0 | \$292,000 | \$0 | \$292,000 |
| TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 | \$0 | \$397,048 | \$0 | \$397,048 |
| Phases in Current Request Total: | \$0 | \$1,422,000 | \$0 | \$1,422,000 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|------------|--------------------|------------------|--------------------|
| PROP K | \$0 | \$560,000 | \$0 | \$560,000 |
| TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 | \$0 | \$397,048 | \$0 | \$397,048 |
| PROP B POPULATION BASELINE GENERAL FUND | \$0 | \$292,000 | \$150,000 | \$442,000 |
| PROP A GENERAL OBLIGATION BOND | \$0 | \$172,952 | \$252,000 | \$424,952 |
| Funding Plan for Entire Project Total: | \$0 | \$1,422,000 | \$402,000 | \$1,824,000 |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------------------------|------------|--------------------------|---------------------------------|
| Planning/Conceptual Engineering | \$150,000 | \$0 | Actual costs |
| Environmental Studies (PA&ED) | \$0 | \$0 | |
| Right of Way | \$0 | \$0 | |
| Design Engineering (PS&E) | \$252,000 | \$0 | Actual costs + cost to complete |

COST SUMMARY

| Phase | Total Cost | Prop K - Current Request | Source of Cost Estimate |
|---------------|-------------|--------------------------------|---------------------------------|
| Construction | \$1,422,000 | \$560,000 | Estimate based on previous work |
| Operations | \$0 | \$0 | |
| Total: | \$1,824,000 | \$560,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 90.0% |
| As of Date: | 01/16/2019 |
| Expected Useful Life: | 20 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | |
|--|-----------|--------------------|
| Budget Line Item | SFPW | SFMTA |
| Construction | | |
| Materials | \$91,600 | \$133,700 |
| Labor | \$366,400 | \$498,000 |
| Construction Contingency (20%) | \$91,600 | \$126,300 |
| Construction Subtotal | \$549,600 | \$758,000 |
| | | |
| Construction Support (20%) | | \$113,700 |
| City Attorney Fee | | \$500 |
| TOTAL CONSTRUCTION PHASE (rounded) | | \$1,422,000 |

| Construction Materials (estimated costs include SFMTA Labor and Materials and SFPW Labor and Materials) | Unit Cost | # Units | Total |
|---|------------|---------|---------------------|
| Traffic Circles | \$ 130,000 | 2 | \$ 260,000 |
| Speed Humps | \$ 8,000 | 21 | \$ 168,000 |
| Delineators | \$ 100 | 10 | \$ 1,000 |
| Signs | \$ 300 | 10 | \$ 3,000 |
| Parking Meters (Remove) | \$ 300 | 9 | \$ 2,700 |
| Striping | | | \$ 407,035 |
| Bike Signal and Rapid Flashing Beacon | | | \$ 247,900 |
| Contingency (20%) | | | \$ 217,927 |
| CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL | | | \$ 1,307,600 |

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 20th Avenue Neighborway |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| | | | |
|---------------------------|-----------|----------------------------|-----|
| Resolution Number: | | Resolution Date: | |
| Total Prop K Requested: | \$560,000 | Total Prop AA Requested: | \$0 |
| Total Prop K Recommended: | \$560,000 | Total Prop AA Recommended: | \$0 |

| | | | |
|---------------------|---|------------------|-------------------------|
| SGA Project Number: | 139-xx | Name: | 20th Avenue Neighborway |
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 06/30/2021 |
| Phase: | Construction | Fundshare: | 39.38 |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Total |
|---------------|------------|------------|------------|------------|------------|-----------|
| PROP K EP-139 | \$0 | \$560,000 | \$0 | \$0 | \$0 | \$560,000 |

Deliverables

1. Quarterly progress reports (QPRs) shall describe the work performed, anticipated milestones in the upcoming quarter, and contain 2-3 photos of work in progress or completed, in addition to the standard requirements for QPRs. See Standard Grant Agreement for details.

Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

| Metric | Prop K | Prop AA |
|-------------------------------------|--------|------------|
| Actual Leveraging - Current Request | 60.62% | No Prop AA |
| Actual Leveraging - This Project | 69.3% | No Prop AA |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2018/19 |
| Project Name: | 20th Avenue Neighborway |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| | |
|--------------------------------|-----------|
| Current Prop K Request: | \$560,000 |
|--------------------------------|-----------|

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

ML

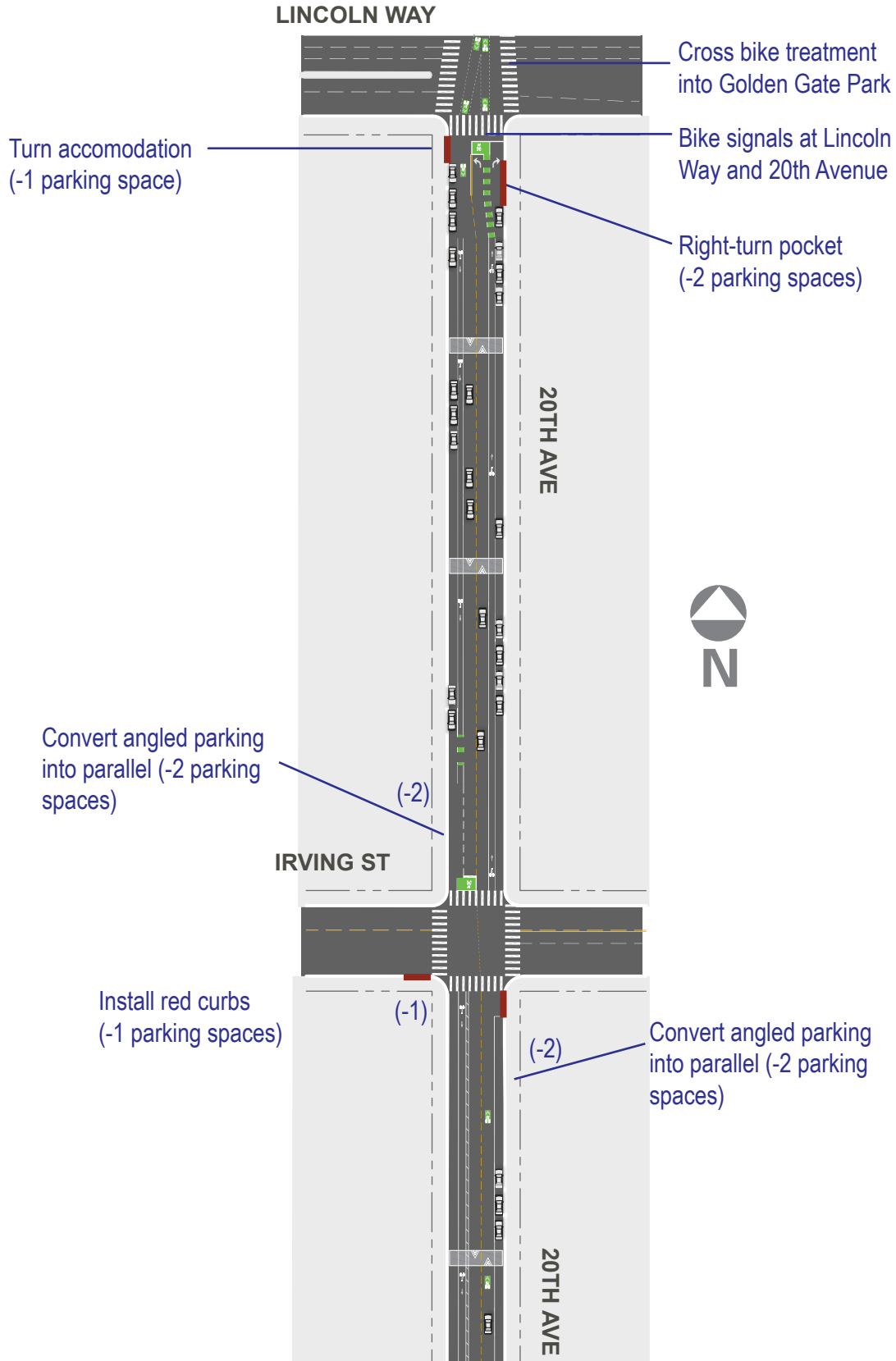
CONTACT INFORMATION

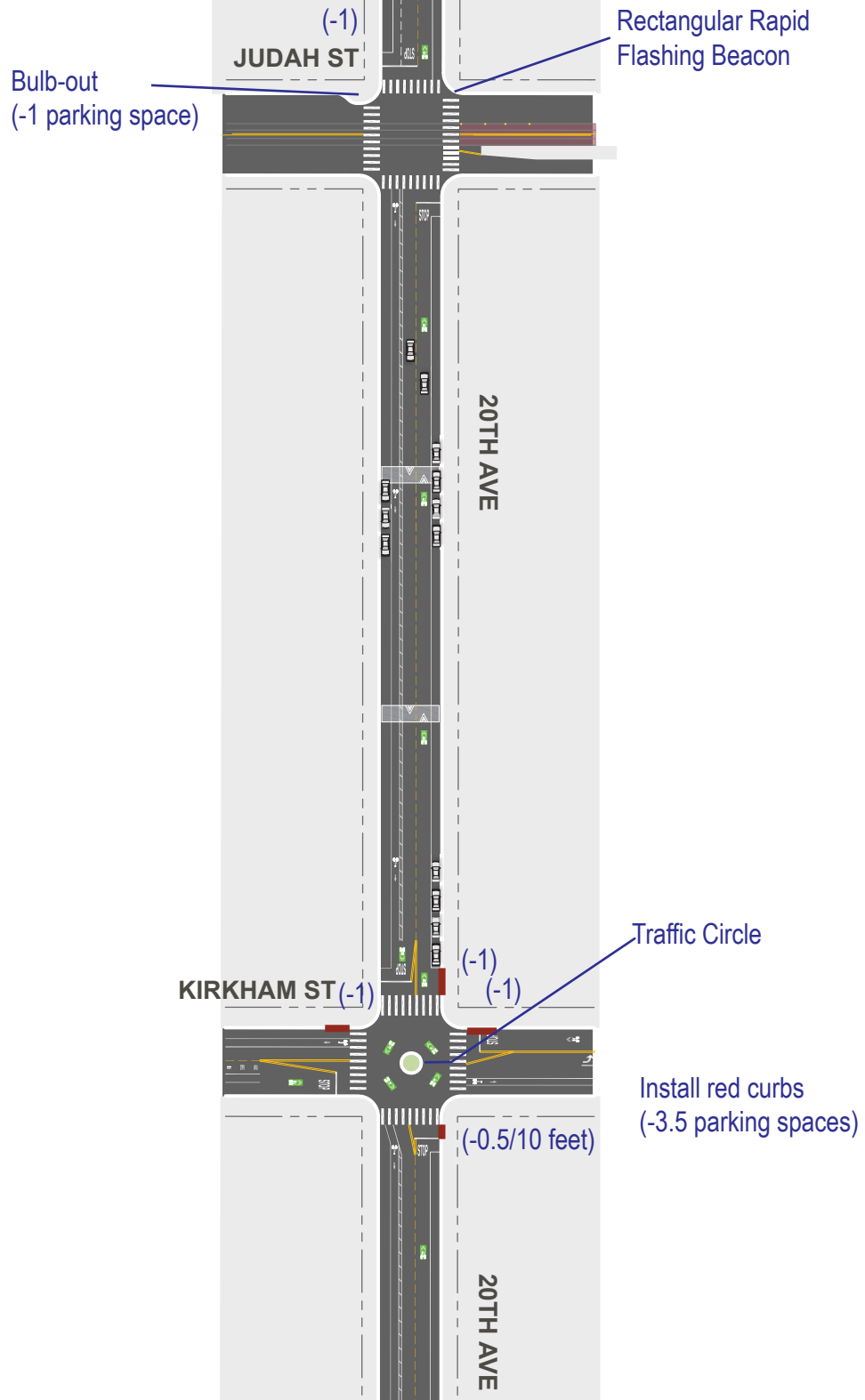
| | Project Manager | Grants Manager |
|---------------|----------------------|----------------------------|
| Name: | Matt Lasky | Joel C Goldberg |
| Title: | | Grants Procurement Manager |
| Phone: | (415) 701-5228 | (415) 646-2520 |
| Email: | matt.lasky@sfmta.com | joel.goldberg@sfmta.com |



20th Avenue Proposed

*For illustrative purposes only





Install red curb
(-2.5 parking spaces)

(-1)
LAWTON ST

(-0.5/10 feet)

(-1)

Convert to back-in angled
parking (-1 parking space)

(-1)

MORAGA ST

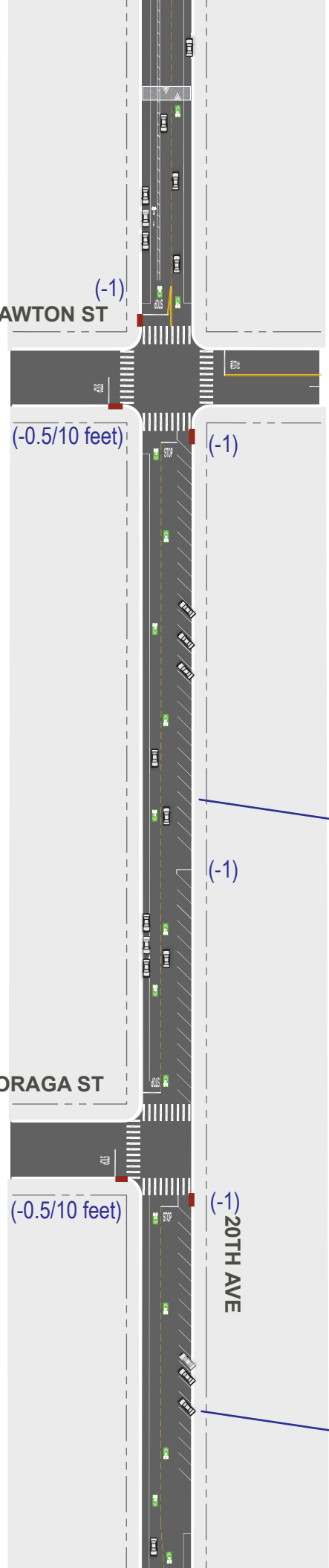
Install red curbs
(-1.5 parking spaces)

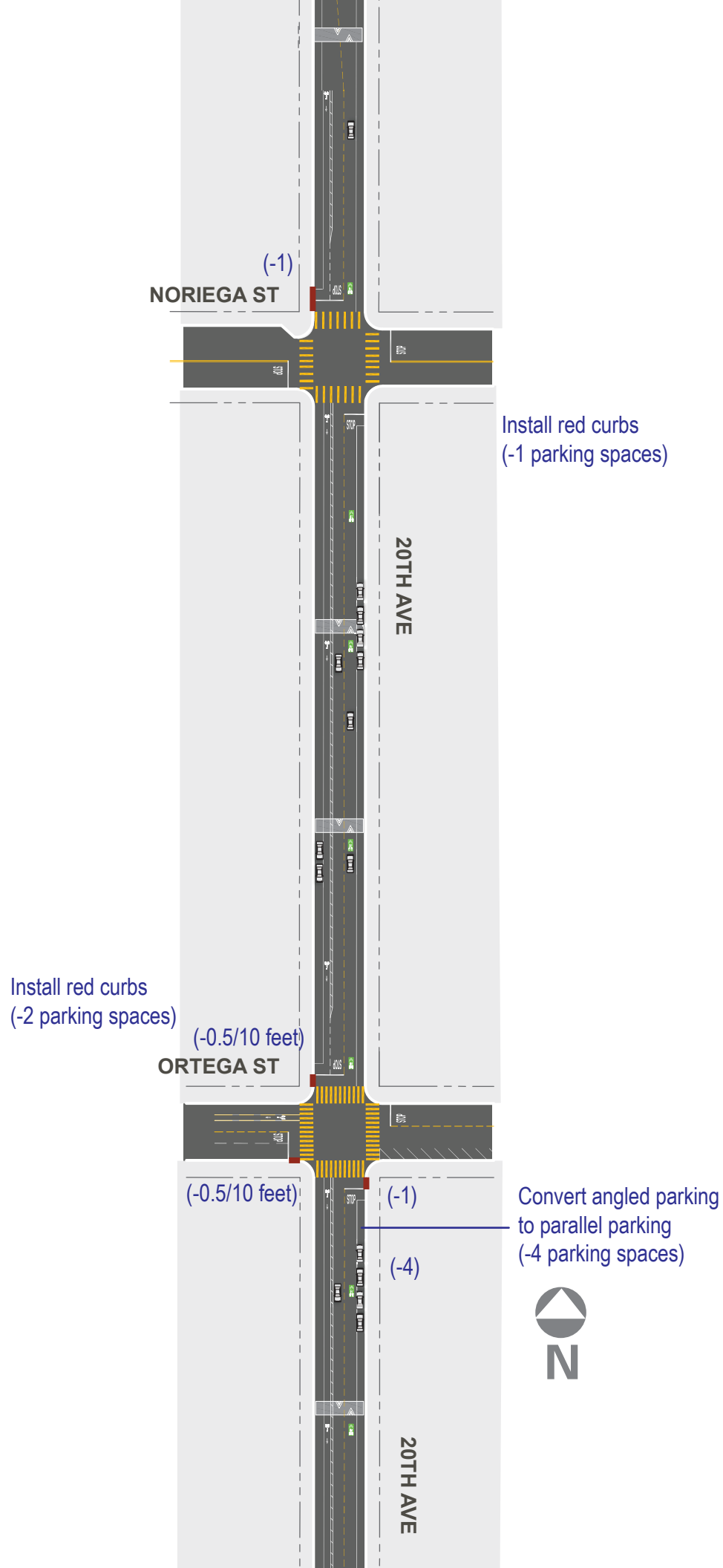
(-0.5/10 feet)

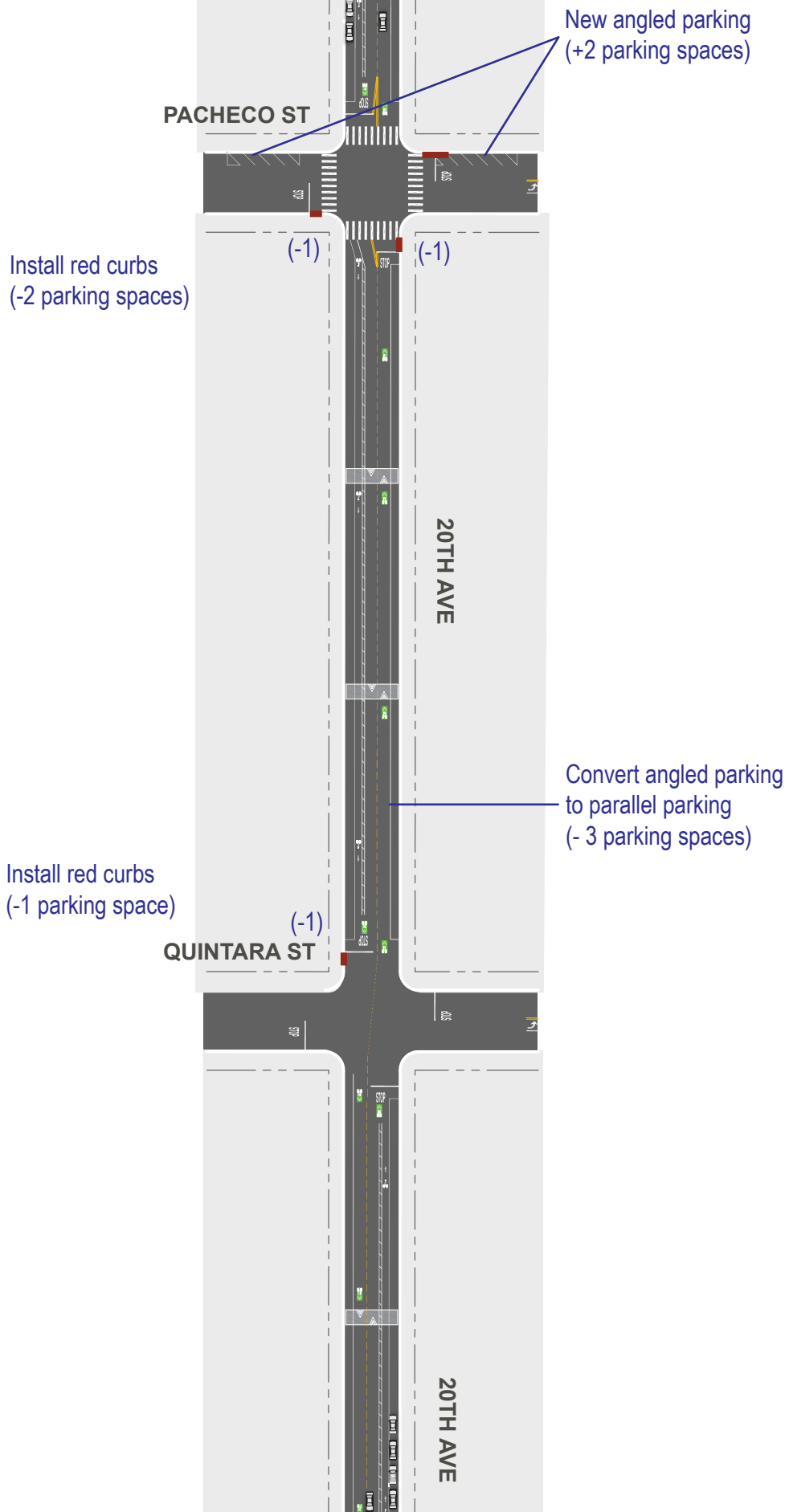
(-1)

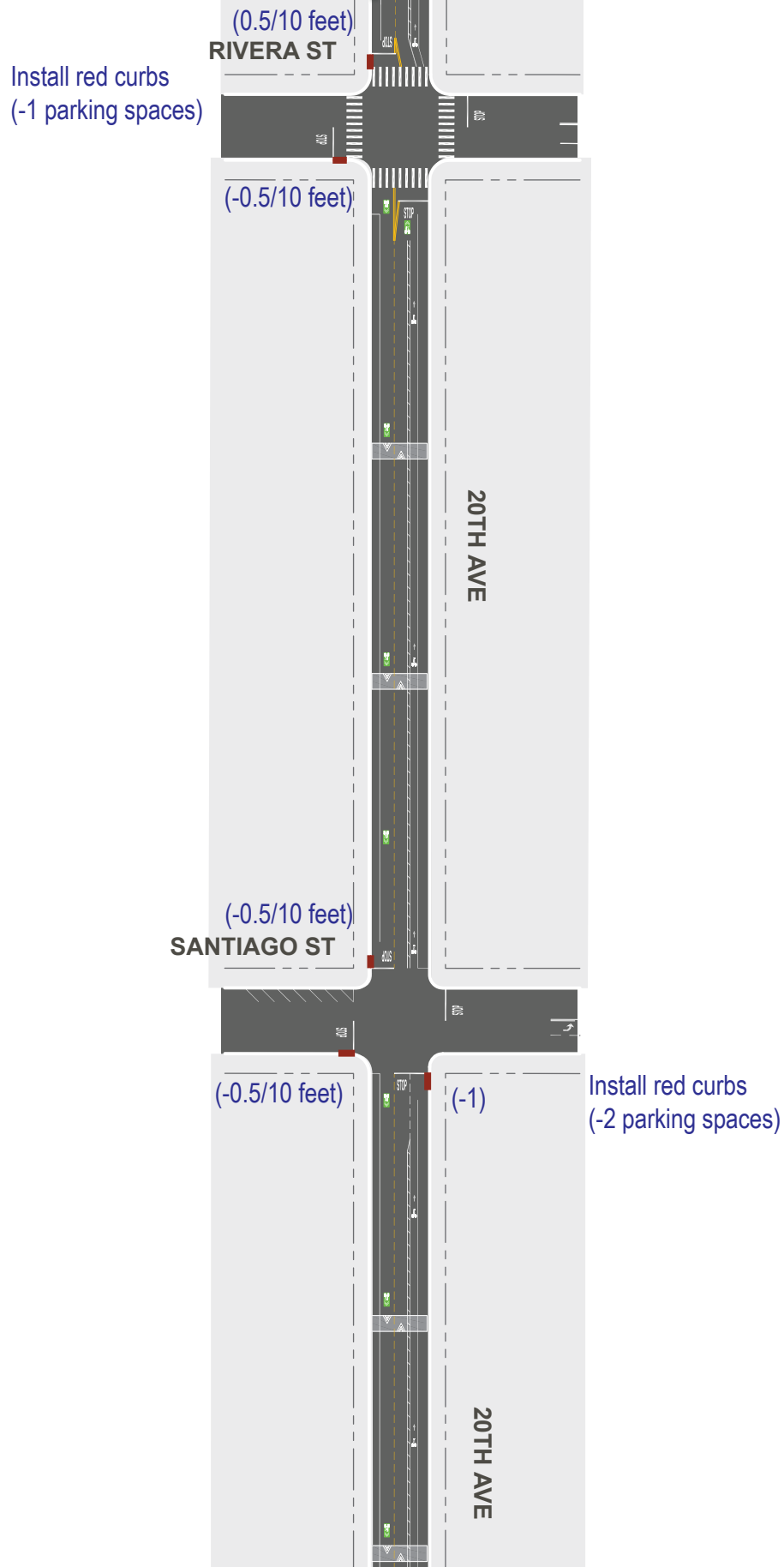
20TH AVE

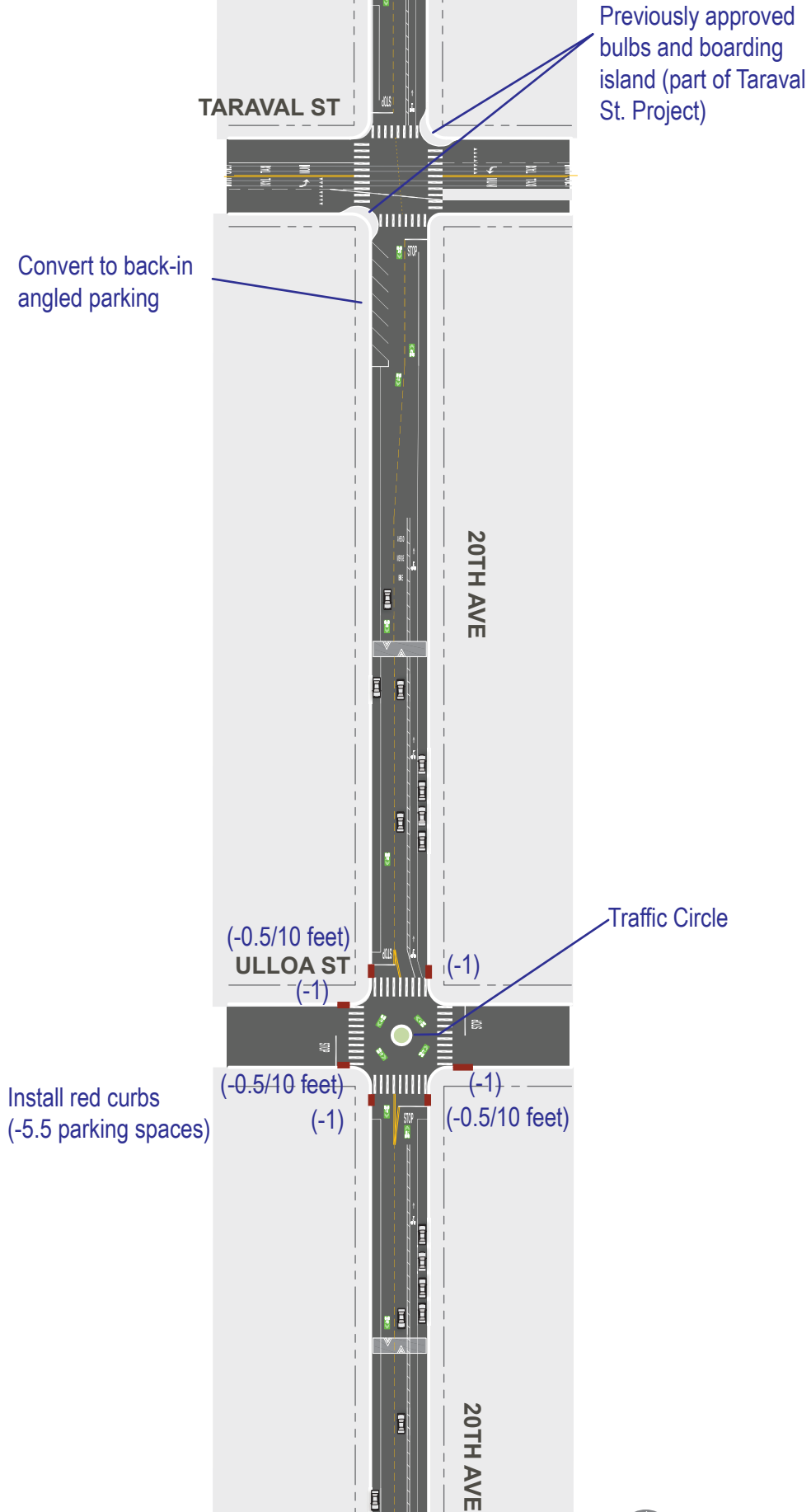
Convert to back-in angled
parking



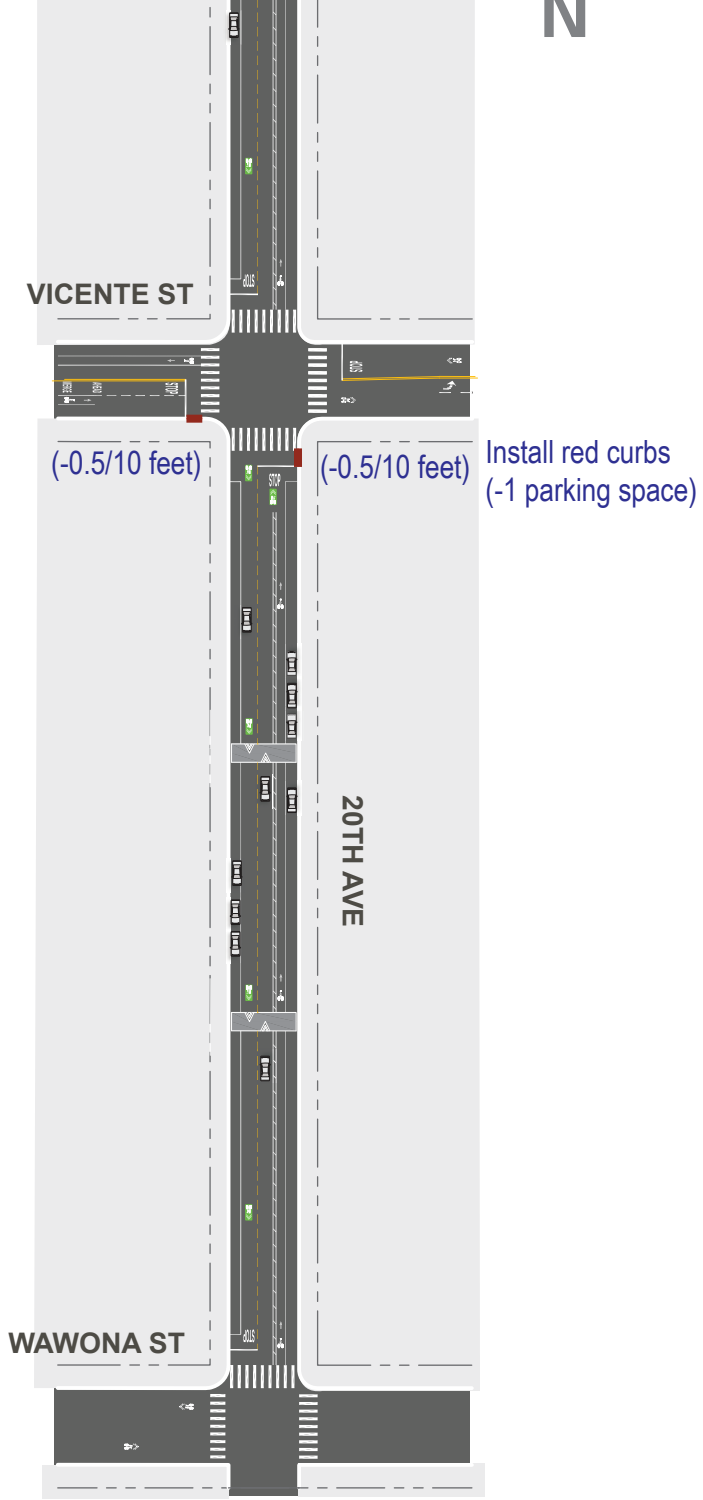








N



San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

Rectangular Rapid Flashing Beacon





Memorandum

Date: February 15, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 03/12/2019 Board Meeting: Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project

| | |
|---|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$560,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for one request:</p> <ol style="list-style-type: none"> 20th Avenue Neighborway (\$560,000) <p>SUMMARY</p> <p>We are presenting a request from the SFMTA for \$560,000 in Prop K funds to the Board for approval. Attachment 1 provides summary information, including requested phase and supervisorial district. Attachment 2 provides a brief description of the project. Attachment 3 contains the staff recommendation.</p> | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: _____ |
|---|---|

DISCUSSION

Attachment 1 summarizes the subject allocation request, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of the project. Attachment 3 summarizes the staff recommendation for the request. An Allocation Request Form for the project is attached, with more detailed information on scope, schedule, budget, and funding.

FINANCIAL IMPACT

The recommended action would allocate \$560,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

Agenda Item 6

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Application Received
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendation
- Attachment 4 – Prop K Allocation Summaries – FY 2018/19
- Attachment 5 – Prop K/AA Allocation Request Form (1)

RESOLUTION AMENDING THE 2017 PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements, and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included policies for the administration of the program; screening and prioritization criteria; and a 5YPP for each programmatic category covering Fiscal Years 2017/18 to 2021/22, programming \$20.8 million in Prop AA funds to 12 projects, and

WHEREAS, The Strategic Plan policies state that “Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for Prop AA projects”, and



WHEREAS, Transportation Authority staff worked with project sponsors, namely San Francisco Public Works and the San Francisco Municipal Transportation Agency, to update the status of six projects listed in Attachment 1 that have not or do not anticipate requesting allocation of funds in the year of programming (i.e., Fiscal Years 2017/18 or 2018/19), and

WHEREAS, The staff recommendation shown is to delay programming and update scope, schedule, cost and funding information for the six projects as summarized in Attachment 1 and detailed in the revised Project Information Forms included in Attachment 2, and

WHEREAS, Based on the staff recommendation, the amended 2017 Prop AA Strategic Plan programming would be as shown in Attachment 3, and

WHEREAS, The Transportation Authority anticipates releasing a Prop AA call for projects in late March 2019, making up to \$3.55 million available for projects with funds primarily available from a reserve in the street resurfacing category for a mid-cycle call for projects, and to a lesser degree from a slight increase in revenues, accrued interest, and a one-time release of unused administrative funds; and

WHEREAS, As part of the Strategic Plan amendment, Transportation Authority staff recommends adding a new screening and prioritization criteria to give priority to projects that directly benefit disadvantaged populations shown in Attachment 3, consistent with recent Transportation Authority Board updates to the prioritization criteria for the Transportation Fund for Clean Air and the San Francisco Lifeline Transportation Program, and

WHEREAS, At its February 27, 2019 meeting, the Citizens Advisory Committee considered the subject amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the amendment to the

2017 Prop AA Strategic Plan as detailed in the Attachments 1 through 4.

Attachments (4):

1. Proposed 2017 Prop AA Strategic Plan Amendment – Programming Revisions
2. Prop AA Project Information Forms (6)
3. Proposed 2017 Prop AA Strategic Plan Amendment – Programming and Allocations
4. Prop AA Screening and Prioritization Criteria – Proposed Revisions

Attachment 1
Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions

| District | Project Name | Phase | Sponsor ¹ | Fiscal Year Programmed | Amount | Recommendation |
|---|--|----------------------|----------------------|--------------------------------------|--------------|--|
| Street Repair and Reconstruction | | | | | | |
| 2, 5 | Geary Boulevard Pavement Renovation | Construction | SFPW | 2017/18 <u>2019/20</u> | \$ 2,397,129 | Proposed amendment to delay programming of funds to Fiscal Year 2019/20. This pavement renovation project is part of the much larger Geary Bus Rapid Transit Phase 1 (Geary Rapid) project, and its schedule is closely coordinated with transit, sewer, and pedestrian safety improvements. The design phase of the project is nearly complete, with the construction contract anticipated to be advertised in early FY 2019/20. SFPW intends to apply for additional Prop AA street repair funds in the upcoming call for projects to help cover a \$620,000 cost increase from updating construction cost estimates, and a \$370,000 funding gap from shifting funds to other projects. Project is anticipated to be open for use by June 2021, 12 months after initial open for use date. |
| 8, 9, 10 | 23rd St, Dolores St, York St and Hampshire St Pavement Renovation | Construction | SFPW | 2018/19 <u>2019/20</u> | \$ 2,397,129 | Proposed amendment to delay programming of funds to Fiscal Year 2019/20. Project leverages Prop K funds, which are programmed in Fiscal Year 2019/20. Project has been delayed due to coordination with the Potrero Roadway Improvement project as this project serves as the second phase of the paving work around Potrero Avenue. Project is anticipated to be open for use by March 2021, 9 months after initial open for use date. |
| Pedestrian Safety | | | | | | |
| 10 | Potrero Gateway Loop (Pedestrian Safety Improvements) | Design, Construction | SFPW | 2017/18 <u>2018/19</u> | \$ 300,000 | Proposed amendment to delay programming of funds to Fiscal Year 2018/19 and 2019/20. Project is delayed due to prolonged negotiations with design contractor and coordination with multiple agencies. SFPW may request design funds (\$80,000) by June 2019 and plans to request construction funds (\$220,000) in Fiscal Year 2019/20. Project is anticipated to be open for use by June 2021, 24 months after initial open for use date. |
| 6 | Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) | Construction | SFPW | 2017/18 <u>2018/19</u> | \$ 700,000 | Proposed amendment to delay programming of funds to Fiscal Year 2018/19. Project is delayed due to coordination with the SFMTA for the bulbouts at Taylor and Turk, which will now be constructed as part of the SFMTA's Safer Taylor project. Project is anticipated to be open for use by December 2020, 24 months after initial open for use date. |

**Attachment 2
Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions**

| District | Project Name | Phase | Sponsor ¹ | Fiscal Year Programmed | Amount | Recommendation |
|----------|---|-----------------------------------|--------------------------|-------------------------------|------------|---|
| TBD | Bulb-outs at WalkFirst Locations | Design Construction | SFMTA | 2018/19 2019/20 | \$ 500,000 | Proposed amendment to change phase to construction and delay programming of funds to Fiscal Year 2019/20. While initially intended to fund design of additional bulb-outs, SFMTA requests using these funds for the construction phase of up to 41 bulb-outs still under design with a previous Prop AA grant. Potential locations are within Districts 2, 3, 5, 6, 9, 10 and 11 (see Attachment 4 - project information form). Last year SFMTA was informed by SFPW, which is performing the design work, that a number of the proposed locations needed additional design to address sub-sidewalk basement issues. This contributed to the delay and has increased design costs from \$491,757 to \$792,106. The construction cost impact will be known when design is completed at the end of the fiscal year. As part of the 2017 Prop AA Strategic Plan adoption, approved through Resolution 17-45, the Board required SFMTA to obtain concurrence from the relevant district supervisors prior to allocation of Prop AA funds for design. |
| 5 | Western Addition Transportation Plan Implementation (Pedestrian Lighting) | Design Construction | SFMTA SFPW | 2018/19 2019/20 | \$ 986,928 | Proposed amendment to delay programming of funds to Fiscal Year 2019/20, change project sponsor to SFPW, and add design as an eligible phase. Project is delayed due to SFMTA focusing on other recommendations from the Western Addition Transportation plan and identifying the appropriate implementing agency for this project. SFPW will be the implementing agency and is requesting a portion of the funds be made available for design (\$100,000) in FY 2019/20. The remaining funds will be used for construction. SFPW will consider applying for additional Prop AA funds in the upcoming call for projects to cover a \$660,000 funding gap to install lighting on three blocks, due to higher construction cost estimates. Project is anticipated to be open for use by June 2021, 15 months earlier than initial open for use date. |

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

Project Information Forms



**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|--|---|
| Project Name: | Geary Boulevard Pavement Renovation |
| Implementing Agency: | SFPW |
| Project Location: | Geary Boulevard from Van Ness Avenue to Masonic Avenue |
| Supervisorial District(s): | District 2 and District 5 |
| Project Manager: | Paul Barradas |
| Phone Number: | 415-554-8249 |
| Email: | paul.barradas@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>The paving scope is planning to join the SFMTA Bus Rapid Transit (BRT) improvements along this corridor.</p> <p>Geary Boulevard is one of the busiest bus corridors west of the Mississippi. Over 52,000 people rely on the 38-Geary local, rapid, and express routes to get where they need to go. However, uneven wait times, overcrowded buses, and inconsistent travel times are a daily reality. These issues persist despite increased service frequency provided by longer 60-foot buses scheduled to run every 2.5 minutes during rush hour and near-term upgrades to bus lanes implemented recently under Muni Forward.</p> <p>To break the cycle and manage crowding, wait times, and traffic congestion, the Geary Bus Rapid Transit (BRT) project proposes upgrades to street design, more accessible bus stops with boarding islands, sidewalk extensions, and traffic signals to make travelling for everyone on the corridor more efficient, safe, and vibrant. There will also be upgrades to water and sewer infrastructure.</p> <p>The requested Prop AA grant will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Boulevard from Van Ness Avenue to Masonic Avenue.</p> <p><u>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</u></p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>City agencies have engaged residents, community leaders, advocates and merchants all along the corridor throughout design. The Geary BRT Citizens Advisory Committee (GCAC) typically met every two to three months to advise the Transportation Authority throughout the environmental analysis. The GCAC consists of thirteen members, representing corridor and at-large interests. It provides input on refining BRT alternatives, considers project benefits and tradeoffs for all users of the corridor, and has helped to identify a preferred project alternative.</p> <p>As the project moves closer to implementation, the Transportation Authority and SF Municipal Transportation Agency are partnering with the Office of Economic and Workforce Development on five key construction strategies: Pre-construction survey; Business and community advisory committees; Accessibility, way-finding and advertisement; Notifications and project resources; Business technical assistance and support.</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | <p>San Francisco County Transportation Authority (SFCTA): Colin Dentel-Post San Francisco Municipal Transportation Agency (SFMTA): Daniel Mackowski San Francisco Public Utilities Commission (SFPUC) Water: Napoleon Calimlim San Francisco Public Utilities Commission (SFPUC) Sewer: Carol Huang</p> |
| Type of Environmental Clearance Required: | Categorically Exempt |

**Prop AA Vehicle Registration Fee
Project Information Form**



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|----------------|---------------|----------------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | |
| Environmental Studies (PA&ED) | | | | | | |
| Design Engineering (PS&E) | 30% | In-House | Oct-Dec | 2015 | <u>Apr-Jun</u> | <u>2019</u> |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | <u>Jul-Sep</u> | <u>2019</u> | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | <u>Oct-Dec</u> | <u>2019</u> | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | <u>Apr-Jun</u> | <u>2021</u> |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

| |
|--|
| |
|--|



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|-------------------------------------|
| Project Name: | Geary Boulevard Pavement Renovation |
|----------------------|-------------------------------------|

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | |
|---------------------------------|--------------------|-------------------------|--------|--------------------|-------------------------|
| | | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | |
| Design Engineering (PS&E) | \$360,300 | | | \$360,300 | Engineer's Estimate |
| Right-of-way | \$0 | N/A | | | |
| Construction | <u>\$6,300,000</u> | \$2,397,129 | | <u>\$3,902,871</u> | Engineer's Estimate |
| TOTAL PROJECT COST | \$6,660,300 | \$2,397,129 | | \$4,263,171 | |

Percent of Total 36% 64%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-------|-------|-----------|-------------|-------|-------|-------|-------------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | \$719,139 | \$1,677,990 | | | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$719,139 | \$1,677,990 | \$0 | \$0 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|---------------------------|------------------|-------------|-----------|------------------|
| Prop AA | | \$2,397,129 | | \$2,397,129 |
| General Fund | \$2,913,268 | | \$360,300 | \$3,273,568 |
| TBD (e.g. Prop AA) | <u>\$989,603</u> | | | <u>\$989,603</u> |
| TOTAL | \$3,902,871 | \$2,397,129 | \$360,300 | \$6,660,300 |

| | |
|---|----------------------------|
| Desired Prop AA Programming Year | <u>Fiscal Year 2019/20</u> |
|---|----------------------------|

Comments/Concerns

Costs are only for the street resurfacing component of the larger BRT project. In order to fully fund the project, SFPW intends to apply for additional Prop AA funds in the upcoming call for projects.

**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|--|---|
| Project Name: | 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St |
| Supervisorial District(s): | 8, 9, 10 |
| Project Manager: | Ramon Kong |
| Phone Number: | 415-554-8249 |
| Email: | ramon.kong@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>Public Works requests a Prop AA grant in Fiscal Year 2018/2019 2019/20 to fund construction of the Dolores St, Hampshire St, 23rd St, and York St Pavement Renovation. The proposed project limits are:</p> <ul style="list-style-type: none"> On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St <p>This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project. This is phase II of the street resurfacing around the Potrero area. The paving scope includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work.</p> <p><u>All candidates shown are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</u></p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project, <u>which was completed in May 2018</u> . This is phase II of the street resurfacing around the Potrero area. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Public Utilities Commission (SFPUC) Sewer: Johnny Wong (415.554.1520); San Francisco Municipal Transportation Agency (SFMTA): Rob Malone (415.701.2430) |
| Type of Environmental Clearance Required: | Categorically Exempt |

**Prop AA Vehicle Registration Fee
Project Information Form**



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|----------------|---------------|----------------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | | | | | | |
| Environmental Studies (PA&ED) | | | | | | |
| Design Engineering (PS&E) | 30% | In-house | Oct-Dec | 2017 | <u>Apr-Jun</u> | <u>2019</u> |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | <u>Jul-Sep</u> | <u>2019</u> | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | <u>Oct-Dec</u> | <u>2019</u> | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | <u>Jan-Mar</u> | <u>2021</u> |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

| |
|--|
| |
|--|



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|-------------|--------------------|-----------|--------------------|--|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | | |
| Environmental Studies (PA&ED) | \$0 | N/A | | | | |
| Design Engineering (PS&E) | <u>\$464,530</u> | | | | <u>\$464,530</u> | <u>Actual cost and cost to complete</u> |
| Right-of-way | \$0 | N/A | | | | |
| Construction | <u>\$5,397,129</u> | \$2,397,129 | <u>\$3,000,000</u> | | <u>\$1,602,974</u> | Early Planning Magnitude of Order Estimate |
| TOTAL PROJECT COST | \$5,861,659 | \$2,397,129 | \$3,000,000 | \$464,530 | | |

Percent of Total 41% 51% 8%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | Total |
|-----------------------------|-------|-------|------------------|--------------------|-------|--------------------|
| Design Engineering (PS&E) | | | | | | \$0 |
| Construction | | | <u>\$750,000</u> | <u>\$1,647,129</u> | | \$2,397,129 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$750,000 | \$1,647,129 | \$0 | \$2,397,129 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|--------------------|--------------------|------------------|--------------------|
| Prop AA | | \$2,397,129 | | \$2,397,129 |
| Prop K | | <u>\$3,000,000</u> | | <u>\$3,000,000</u> |
| General Fund | <u>\$2,002,974</u> | | \$464,530 | \$464,530 |
| TOTAL | \$0 | \$5,397,129 | \$464,530 | \$5,861,659 |

Desired Prop AA Programming Year
Fiscal Year 2019/20

Comments / Concerns

**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|---|--|
| Project Name: | Potrero Gateway Loop (Pedestrian Safety Improvements) |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | 17th St, Vermont St, San Bruno Ave. adjacent to the 101 freeway |
| Supervisory District(s): | 10 |
| Project Manager: | Kelli Rudnick |
| Phone Number: | 415.558.4489 |
| Email: | kelli.rudnick@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance. Prop AA will fund pedestrian safety improvements at 17th Street & Vermont Street, which is a high-injury location. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals. Please describe how this project was prioritized. Please attach | See word document attached. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>The proposal was initiated by the Potrero Gateway Loop Steering Committee who engaged a landscape architecture firm to lead a 6-month community planning process. In 2013, the neighborhood formed a committee to create a park out of public right-of-way land. After putting out an RFP and interviewing landscape architects, the committee chose Bionic Landscape to work with the community and design the park.</p> <p>The neighborhood church opened its auditorium so that the neighborhood could hold four design meetings in 2014, attended by over 100 people. After conceptual design was completed in 2015, the community held a fundraiser, the proceeds of which were used to hire firm to provide a construction cost estimate; contacted the D10 Supervisor; and received a Program Manager from Public Works to assist the steering committee.</p> <p>Project sponsors have met five times with Caltrans engineers to provide a high-level review of the concept design and determine which parts of the project would be approved by Caltrans. The landscape team, Steering Committee, Public Works and Mayor's Office for Housing and Community Development collaborated to obtain funding from the Affordable Housing Sustainable Communities (\$750,000) and the Eastern Neighborhoods Public Benefit Fund (\$1.75M).</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | District 10 Supervisor Cohen: Yoyo Chan (yoyo.chan@sfgov.gov); Caltrans: Al Lee (al.b.lee@dot.ca.gov); Mayor's Office of Housing and Community Development: Stephen Ford (stephen.ford@sfgov.org) |
| Type of Environmental Clearance Required: | Community Plan Exemption under an existing Mitigated Negative Declaration |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|------------|-------------------------------|------------|---------------|----------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | n/a | | | | |
| Environmental Studies (PA&ED) | 100% | in-house | Jan-Mar | 2017 | Jan-Mar | 2017 |
| Design Engineering (PS&E) | 30% | contracted | Apr-Jun | 2019 | Apr-Jun | 2020 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Apr-Jun | 2020 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | contracted | Oct-Dec | 2020 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Apr-Jun | 2021 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

| |
|--|
| |
|--|



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Potrero Gateway Loop (Pedestrian Safety Improvements) |
|----------------------|---|

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | | |
|---------------------------------|-------------------------|-----------|---------|--------|------------------------|--|
| | Phase | Cost | Prop AA | Prop K | Other | Source of Cost Estimate |
| Planning/Conceptual Engineering | \$0 | N/A | | | | |
| Environmental Studies (PA&ED) | \$10,000 | N/A | | | \$10,000 | Public Works & SF Planning |
| Design Engineering (PS&E) | \$640,000 | \$80,000 | | | \$560,000 | Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works |
| Right-of-way | \$0 | N/A | | | | |
| Construction | \$2,230,000 | \$220,000 | | | \$2,010,000 | Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works |
| TOTAL PROJECT COST | \$2,880,000 | \$300,000 | \$0 | \$0 | \$2,580,000 | |

Percent of Total 10% 0% 90%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-------|-------|---------------------|----------------------|-------|-------|-------|-----------|
| Design Engineering (PS&E) | | | \$80,000 | | | | | \$80,000 |
| Construction | | | | \$220,000 | | | | \$220,000 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$80,000 | \$220,000 | \$0 | \$0 | \$0 | \$300,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|---|---------|----------------------|---------------------|----------------------|
| Prop AA | | \$300,000 | | \$300,000 |
| Eastern Neighborhoods Impact Fees | | \$1,450,000 | \$300,000 | \$1,750,000 |
| Affordable Housing Sustainable Communities Grant | | \$750,000 | | \$750,000 |
| General Fund D10 addback | | | \$80,000 | \$80,000 |
| TOTAL | \$0 | \$2,500,000 | \$380,000 | \$2,880,000 |

| |
|---|
| Desired Prop AA Programming Year |
| <u>Fiscal Year 2018/19</u> |

Comments/Concerns

Project Description
Potrero Gateway Loop: Pedestrian Safety Enhancements
Phase I Scope

Public Works seeks Prop AA funds to widen sidewalks on Vermont Ave, leveraging improvements to be funded by other sources. The six components of the overall project scope are described below.

A. San Bruno

San Bruno Avenue from 17th Street to Mariposa. The eastern sidewalk only goes half the length of the street while the distance from the sidewalk to the freeway shortens as you travel southward. The right-of-way originally contained many trees which are now gone because of fires and lack of tree maintenance. Once opened, this area can provide additional pathways to the Loop. Elements include:

Landscape:

- Living fence separating sidewalk and freeway
- Planted terraces
- Flat terrace plaza at the corner of San Bruno and 17th Street
- Street trees

Hardscape:

- Bulbouts at San Bruno
- Widen sidewalk
- New sidewalk
- Associated parking changes
- Maintenance path

B. Beneath the Freeway/17th

In an effort to reconnect the neighborhood that was separated by 101 Freeway, and to provide an attractive, safe passageway under a currently dark freeway underpass, the Loop project will widen the sidewalks, remove parking and enhance the bicycle lanes. Additionally the project will add an art program and lighting. The elements of this area are:

Landscape:

- Street trees
- Planted seating area

Hardscape:

- New fence
-
- Bulb-outs at San Bruno and Vermont streets
- Sidewalk widening and associated parking removal

Project Description
Potrero Gateway Loop: Pedestrian Safety Enhancements
Phase I Scope

- 17th Street striped bike lane/Green Connector/SFBC route
- Widened sidewalk
- Box out space between existing columns, paint and create terrace
- Stadium steps, terrace
- ADA accessible path
- Iconic stair to high point
- Maintenance storage shed
- Art program
- New lighting

C. Vermont

The Vermont street right-of-way is separated from the freeway by a sound wall that reduces sound in lower area considerably, due to its being on top of a hill. This area, with great views of the city, offers significant open space. The project will also install bulbouts and sidewalk widening to increase safety and the intersection of Vermont and 17th streets, a high collision intersection. Project elements are:

Landscape:

- New street trees
- Grassland meadow
- California wildflowers
- Sensory Art Installation
- Flat terrace

Hardscape:

- ADA accessible path
- Informal hiking trail
- Widened sidewalk along Vermont
- Corner bulbouts
- New fence between freeway and park
- Trail benches
- Steps to terrace

**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|--|--|
| Project Name: | Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements |
| Implementing Agency: | San Francisco Public Works |
| Project Location: | Jones and Ellis, 8th and Minna |
| Supervisory District(s): | 6 |
| Project Manager: | Marci Camacho |
| Phone Number: | 415-558-4015 |
| Email: | marcia.camacho@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk). Bulbouts at Taylor and Turk (3 bulbouts) would be added pending coordination with the Safer Taylor Street project (non Prop AA funded). |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>Accessibility improvements coordinated with planned construction projects in the right-of-way to maximize efficiency and minimize disturbances to neighborhoods. Emphasis on improvements on the high-injury Vision Zero network. Locations will be at corners with sub-sidewalk basements with requests from people with disabilities as listed in the Transition Plan Prioritization. Supervisor Kim is in strong support of this work.</p> <p>Bulbouts are a method to shorten pedestrian crossing distances and enable the installation of curb ramps without touching costly sub-sidewalk basements. A raised crosswalk is another method to slow traffic for pedestrians, used in lieu of a curb ramp, and also enables construction without touching a sub-sidewalk basement. Sub-sidewalk basements occur all over the city and structural conditions vary greatly. Additionally, some roofs of a subsidewalk basement may double as the sidewalk. This means curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.</p> <p>This project achieves two important citywide goals: it improves accessibility at locations with requests from people with disabilities and reduces the likelihood of additional pedestrian collisions along the Vision Zero high-injury network. Without the bulbout and crosswalk solution, curb ramps alone may be cost prohibitive at these intersections. Public Works has been making great strides towards reaching full saturation of accessible, up-to-date curb ramps citywide. However, as more ramps are constructed throughout the City, the more difficult locations remain, which increases the average cost.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | <p>Met with Tenderloin neighborhood group, Central City SRO Collaborative at 48 Turk Street, and Supervisor Kim in 2015 to identify locations. This project will also fall within the City and County of San Francisco's Americans with Disabilities Act (ADA) Transition Plan for Curb Ramps and Sidewalks, the goal of which is to ensure that the City creates accessible paths of travel in the public right of way for people with disabilities.</p> <p>The City & County of San Francisco has made a significant and long-term commitment to improving the accessibility of the public right of way. The Department of Public Works has been the primary leader in these efforts, with collaboration and funding from the Mayor's Office on Disability (MOD) in prioritizing and funding curb ramp construction under the ADA Transition Plan for Curb Ramps and Sidewalks. This Transition Plan describes CCSF's existing policies and programs to enhance accessibility in the public right of way. There is a yearly prioritizing process which reviews requests for curb ramps. In FY 2016/17, the list primarily included locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni.</p> |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | San Francisco Municipal Transportation Agency (SFMTA): Damon Curtis; San Francisco Mayor's Office on Disability (MOD): Arfaraz Khambatta |
| Type of Environmental Clearance Required: | Categorical Exclusion (CE). |

**Prop AA Vehicle Registration Fee
Project Information Form**



| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|----------------|-------------------------------------|--------------------|-----------------|--------------------|-----------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | In-house | Jan-Mar | 2015 | Apr-Jun | 2016 |
| Environmental Studies (PA&ED) | 25% | In-house | Apr-Jun | 2016 | Apr-Jun | 2019 |
| Design Engineering (PS&E) | 95% | In-house | Apr-Jun | 2016 | Apr-Jun | 2019 |
| Right-of-way | 0% | N/A | | N/A | | N/A |
| Advertise Construction | 0% | In-house | Apr-Jun | 2019 | | |
| Start Construction (e.g. Award Contract) | 0% | Contracted | Oct-Dec | 2019 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Oct-Dec | 2020 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

| |
|--|
| |
|--|



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements

| PROJECT COST ESTIMATE | Funding Source by Phase | | | | |
|---------------------------------|-------------------------|-----------|---------|--------------------|-----------------------------|
| | Phase | Cost | Prop AA | Prop K | Other |
| Planning/Conceptual Engineering | \$50,000 | N/A | | \$50,000 | Engineer's estimate |
| Environmental Studies (PA&ED) | \$20,000 | N/A | | \$20,000 | Regulatory Affairs estimate |
| Design Engineering (PS&E) | \$300,000 | \$0 | | \$300,000 | Engineer's estimate |
| Right-of-way | \$0 | N/A | | | |
| Construction | <u>\$1,632,000</u> | \$700,000 | | <u>\$932,000</u> | Engineer's estimate |
| TOTAL PROJECT COST | <u>\$2,002,000</u> | \$700,000 | \$0 | <u>\$1,302,000</u> | |

Percent of Total: 35% 0% 65%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-------|-------|------------------|------------------|-------|-------|-------|-----------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | <u>\$500,000</u> | <u>\$200,000</u> | | | | \$700,000 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$500,000 | \$200,000 | \$0 | \$0 | \$0 | \$700,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|------------------------|-----------|------------------|------------------|-------------|
| Prop AA | | \$700,000 | | \$700,000 |
| General Fund | | <u>\$932,000</u> | <u>\$370,000</u> | \$1,302,000 |
| <i>TBD (See below)</i> | \$900,000 | | | \$900,000 |
| TOTAL | \$0 | \$1,632,000 | \$370,000 | \$2,002,000 |

Desired Prop AA Programming Year
Fiscal Year 2018/19

Comments / Concerns

The Transportation Authority will work with SFMTA and SFPW to fully fund the Taylor and Turk bulbs with Prop K or other SFMTA-controlled funding sources when they are ready to advance.

**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|--|--|
| Project Name: | Bulb-outs at WalkFirst Locations |
| Implementing Agency: | SFMTA |
| Project Location: | 2, 3, 5, 6, 9, 10 and 11 |
| Supervisorial District(s): | 2, 3, 5, 6, 9, 10 and 11 (see attached list of potential intersections) |
| Project Manager: | Damon Curtis |
| Phone Number: | 701-4674 |
| Email: | Damon.Curtis@sfmta.com |
| Brief Project Description for MyStreetSF (50 words max): | This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | As additional high injury corridors and communities are considered for pedestrian safety improvements, the SFMTA anticipates additional painted safety zones to be installed as temporary safety improvements. This project would provide funding for detailed design construction of up to 25 painted safety zones for upgrade to permanent bulb-outs (see attached list). Painted safety zones with the highest priority collision patterns that warrant permanent bulb-outs will be considered for upgrade. These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the San Francisco Vision Zero High Injury Network--the 12% of city streets that account for 70% of severe and fatal traffic injuries. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal. This project also supports Plan Bay Area's Goal 3 to reduce adverse health impacts associated with air quality, road safety, and physical activity. |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project anticipates future planning efforts that will determine the locations of temporary sidewalk extensions. Examples of types of projects that may lead to temporary curb extension that will be designed in this phase include the 2016 SFCTA-led Vision Zero ramps study or the 2016 Western Addition Community Based Transportation Plan. Each project should have robust community outreach to ensure the bulb is a context sensitive solution in the neighborhood. At its May 9, 2017 meeting, the Transportation Authority Board amended the Bulb-outs at WalkFirst Locations project programmed in the 2017 Prop AA Strategic Plan to require that the San Francisco Municipal Transportation Agency obtain concurrence from the district supervisor prior to seeking allocation of Prop AA funds for the project. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | None identified to date. |
| Type of Environmental Clearance Required: | Existing painted safety zones likely need no further environmental review, but this decision is made on a case-by-case basis pending final design for each permanent bulbout. If required, the type would likely be Categorical Exemption. |

| Project Delivery Milestones | Status | Work | Start Date | | End Date | |
|--|------------|-------------------------------|----------------|---------------|----------------|---------------|
| | | | Quarter | Calendar Year | Quarter | Calendar Year |
| Phase* | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 100% | In-house | | | | |
| Environmental Studies (PA&ED) | 100% | In-house | | | | |
| Design Engineering (PS&E) | 90% | In-house | Jul-Sep | 2016 | Apr-Jun | 2019 |
| Right-of-way | | | | | | |
| Advertise Construction | 0% | N/A | Jul-Sep | 2019 | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Both | Jan-Mar | 2020 | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | Oct-Dec | 2021 |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name: Bulb-outs at WalkFirst Locations

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | | Source of Cost Estimate |
|---------------------------------|--------------------|-------------------------|--------|--------------------|---|-------------------------|
| | | Prop AA | Prop K | Other | | |
| Planning/Conceptual Engineering | \$0 | N/A | \$0 | \$0 | Actual | |
| Environmental Studies (PA&ED) | \$10,000 | N/A | \$0 | \$10,000 | Actual | |
| Design Engineering (PS&E) | <u>\$792,106</u> | \$491,757 | \$0 | <u>\$300,349</u> | <u>Actual cost and cost to complete</u> | |
| Right-of-way | \$0 | N/A | \$0 | \$0 | | |
| Construction | <u>\$5,500,000</u> | <u>\$500,000</u> | \$0 | <u>\$5,000,000</u> | <u>Engineer's estimate at 35% design. See Comments/Concerns below</u> | |
| TOTAL PROJECT COST | \$6,302,106 | \$991,757 | \$0 | \$5,310,349 | | |

Percent of Total: 16% 0% 84%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-------|-------|------------------|------------------|-------|-------|-------|-----------|
| Design Engineering (PS&E) | | | | | | | | \$0 |
| Construction | | | <u>\$250,000</u> | <u>\$250,000</u> | | | | \$500,000 |
| TOTAL BY FISCAL YEAR | \$0 | \$0 | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$500,000 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|--|--------------------|------------|------------------|--------------------|
| Prop AA | | \$500,000 | \$491,757 | \$991,757 |
| <i>Prop B General Funds</i> | | | \$10,000 | \$10,000 |
| <i>Prop A GO Bond</i> | | | <u>\$300,349</u> | <u>\$300,349</u> |
| <i>TBD (e.g. Prop A GO Bond, Prop B, Transit Sustainability Fee)</i> | <u>\$5,000,000</u> | | | <u>\$5,000,000</u> |
| TOTAL | \$5,000,000 | \$500,000 | \$802,106 | \$6,302,106 |

Desired Prop AA Programming Year
Fiscal Year 2019/20

Comments / Concerns

Final construction cost and funding plan is contingent on cost estimate at 100% design (anticipated by June 30, 2019). Current construction cost estimate assumes average cost per bulbout of \$134,000 (41 individual bulbs at 23 corners at 15 intersections). If final construction cost at 100% design exceeds available funding, the SFMTA will prioritize the locations based on Vision Zero crash data.

Permanent Painted Safety Zones

**Painted Safety Zone Conversion
List of Potential Intersections, February 2019**

| Intersection | PSZ Locations | District | Bulbs |
|---|--------------------------|-----------------|--------------|
| 1027 Jones and O'Farrell | NE | 6 | 1 |
| 1030 Mission and Virginia | N, SW, SE | 9 | 5 |
| 1034 Mission and Santa Rosa | SW | 11 | 2 |
| 1042 3rd St and Williams | SW | 10 | 1 |
| 1044 Plymouth-Sagamore-Sickles-San Jose | SW | 11 | 2 |
| 1059 Eddy and Mason | NE | 3,6 | 2 |
| 1092 17th St and South Van Ness | NE, SW | 9 | 4 |
| 1093 Post and Webster | All corners | 5 | 7 |
| 1105 Bush and Hyde | NE, SW | 3 | 4 |
| 1110 Eddy and Leavenworth | SE | 6 | 1 |
| 1114 Golden Gate and Larkin | NW, SE | 6 | 3 |
| 1118 Larkin and Sutter | NE, SW | 3 | 4 |
| 1130 3rd and Harrison | NE, SW | 6 | 2 |
| 1131 Bush and Franklin | NW | 2 | 1 |
| 1167 Leavenworth and Turk | SW | 6 | 2 |
| | | | <hr/> 41 |

Permanent Painted Safety Zones

Typical Before – Painted Safety Zone



Typical After – Bulb-out



**Prop AA Vehicle Registration Fee
Project Information Form**



| | |
|--|---|
| Project Name: | Western Addition Transportation Plan Implementation (Pedestrian Lighting) |
| Implementing Agency: | SFMTA SEPW |
| Project Location: | May include Webster, McAllister, Eddy, Golden Gate and Laguna streets in the Western Addition. |
| Supervisory District(s): | District 5 |
| Project Manager: | Chava Kronenberg Edmund Lee |
| Phone Number: | 701 4451- (415) 554-8258 |
| Email: | chava.kronenberg@sfmta.com edmund.lee@sfdpw.org |
| Brief Project Description for MyStreetSF (50 words max): | This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian lighting to promote greater walking and biking in the Western Addition. |
| Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project. | <p>This project proposes pedestrian safety and walkability improvements to community-identified priority streets in the Western Addition neighborhood. Beyond the scope of nearer-term improvements, the Western Addition Community-Based Transportation Plan (CBTP) specifically calls out to pedestrian lighting to address the community's pedestrian safety and security concerns as well as provide a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving neighborhood aesthetics. Pedestrian lighting will promote greater walking and biking throughout the Western Addition. The network was developed using pedestrian path of travel results from community outreach, reported pedestrian collisions, crime data and Muni routes. This network will connect community members to major community destinations like Safeway, Ella Hill Hutch Community Center and the Fillmore Street commercial district. The pedestrian lighting network will facilitate safe connections to Muni service provided by the 5/5R-Fulton/Rapid, 22-Fillmore, 24-Divisadero, 31-Balboa, 38/38R-Geary Rapid, 47-Van Ness and 49-Mission. Proposed network locations are:</p> <ul style="list-style-type: none"> • Laguna, between Eddy and McAllister • Webster Street between O'Farrell and Grove • McAllister Street between Fillmore and Gough • Eddy Street between Scott and Webster Street • Golden Gate Avenue between Fillmore and Gough <p>Prop AA funds will be used to implement pedestrian lighting along one or more of these corridors. Corridors will be prioritized based on feasibility, community input, and availability of funding. The proposal excludes walking connections proposed under the Buchanan Mall Community Connections projects.</p> |
| Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.). | This project is recommended as part of the Western Addition CBTP (funded in part with District 5 Neighborhood Transportation Improvement Program (NTIP) planning funds), and was developed based on the plan's year-long community outreach process. Ten community meetings were conducted by the SFMTA and community-based organization, Mo'MAGIC. As part of the outreach process, community members developed transportation goals, identified issue locations and assessed streetscape designs. |
| Partner Agencies: Please list partner agencies and identify a staff contact at each agency. | SF Public Utilities Commission, SF Recreation and Parks Department (RPD) |
| Type of Environmental Clearance Required: | CEQA |



**Prop AA Vehicle Registration Fee
Project Information Form**

| Project Delivery Milestones Phase* | Status | Work | Start Date | | End Date | |
|---|------------|-------------------------------------|----------------|---------------|----------------|---------------|
| | % Complete | In-house, Contracted, or Both | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (typically 30% design) | 95% | In-house | Oct-Dec | 2014 | Jan-Mar | 2017 |
| Environmental Studies (PA&ED) | 0% | In-house | Apr-Jun | 2017 | Apr-Jun | 2018 |
| Design Engineering (PS&E) | 0% | In-house | <u>Jan-Mar</u> | <u>2020</u> | <u>Apr-Jun</u> | <u>2020</u> |
| Right-of-way | | | | | | |
| Advertise Construction | | N/A | <u>Jul-Sep</u> | <u>2020</u> | N/A | N/A |
| Start Construction (e.g. Award Contract) | 0% | Contracted | <u>Oct-Dec</u> | <u>2020</u> | N/A | N/A |
| Open for Use | N/A | N/A | N/A | N/A | <u>Jul-Sep</u> | <u>2021</u> |

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

SFMTA will coordinate closely with the SFPUC to determine the most appropriate agency to implement this project (i.e., SFMTA or SFPUC).



**Prop AA Vehicle Registration Fee
Project Information Form**

| | |
|----------------------|---|
| Project Name: | Western Addition Transportation Plan Implementation (Pedestrian Lighting) |
|----------------------|---|

PROJECT COST ESTIMATE

| Phase | Cost | Funding Source by Phase | | | | Source of Cost Estimate |
|---------------------------------|---------------------|-------------------------|-------------------|-------------------|----------------------------|-------------------------|
| | | Prop AA | Prop K | Other | Actual | |
| Planning/Conceptual Engineering | \$ 300,000 | N/A | \$ 240,000 | \$ 60,000 | Actual | |
| Environmental Studies (PA&ED) | \$ - | N/A | \$ - | \$ - | | |
| Design Engineering (PS&E) | <u>\$ 100,000</u> | <u>\$ 100,000</u> | \$ - | \$ - | <u>Engineer's estimate</u> | |
| Right-of-way | \$ - | N/A | \$ - | \$ - | | |
| Construction | <u>\$ 1,550,000</u> | <u>\$ 886,928</u> | \$ - | <u>\$ 663,072</u> | <u>Engineer's estimate</u> | |
| TOTAL PROJECT COST | \$ 1,950,000 | \$ 986,928 | \$ 240,000 | \$ 723,072 | | |

Percent of Total 51% 12% 37%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

| | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Total |
|-----------------------------|-------------|-------------|-------------------|-------------------|-------------|-------------|-------------|------------------|
| Design Engineering (PS&E) | | | <u>\$ 100,000</u> | | | | | <u>\$100,000</u> |
| Construction | | | | <u>\$886,928</u> | | | | <u>\$886,928</u> |
| TOTAL BY FISCAL YEAR | \$ - | \$ - | \$ 100,000 | \$ 886,928 | \$ - | \$ - | \$ - | \$986,928 |

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

| Funding Source | Planned | Programmed | Allocated | TOTAL |
|----------------|-------------------|-------------------|-------------------|-------------------|
| Prop AA | | \$ 240,000 | | \$ 240,000 |
| TBD | \$ 663,072 | | | |
| MTC CBTP | | | \$ 60,000 | \$ 60,000 |
| Prop K | | | \$ 240,000 | \$ 240,000 |
| TOTAL | \$ 663,072 | \$ 240,000 | \$ 300,000 | \$ 540,000 |

| |
|---|
| Desired Prop AA Programming Year |
| <u>Fiscal Year 2019/20</u> |

Comments/Concerns

SFPW will finalize the budget for the design and construction phases upon final selection of the project corridor and the corresponding number of pedestrian lights to be installed. The projected shortfall is \$663,072 which would fully fund the cost of installing lighting on three blocks. SFPW will reduce scope if additional funding sources are not secured.

**Proposed 2017 Prop AA Strategic Plan Amendment
Programming and Allocations
As Proposed, pending 03/19/2019**

| Project Name | Phase | Sponsor | Fiscal Year 2017/18 | Fiscal Year 2018/19 | Fiscal Year 2019/20 | Fiscal Year 2020/21 | Fiscal Year 2021/22 | 5-Year Total |
|---|---|---------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------|
| Street Repair and Reconstruction | | | | | | | | |
| | Target Funds Available in Category | | \$ 3,294,247 | \$ 2,189,097 | \$ 2,189,097 | \$ 2,189,097 | \$ 2,189,097 | \$ 12,050,635 |
| Geary Boulevard Pavement Renovation ¹ | Construction | SFPW | | | \$ 2,397,129 | | | \$ 2,397,129 |
| 23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹ | Construction | SFPW | | | \$ 2,397,129 | | | \$ 2,397,129 |
| Mission Street Transit and Pavement Improvement | Construction | SFPW | | | | \$ 2,397,129 | | \$ 2,397,129 |
| Fillmore Street Pavement Renovation | Construction | SFPW | | | | | \$ 2,397,129 | \$ 2,397,129 |
| Subtotal Programmed to Category (% all time) | 47.4% | | \$ - | \$ - | \$ 4,794,258 | \$ 2,397,129 | \$ 2,397,129 | \$ 9,588,516 |
| Cumulative Remaining Capacity | | | \$ 3,294,247 | \$ 5,483,344 | \$ 2,878,183 | \$ 2,670,151 | \$ 2,462,119 | \$ 2,462,119 |
| Pedestrian Safety | | | | | | | | |
| | Target Funds Available in Category | | \$ 1,414,490 | \$ 939,958 | \$ 939,958 | \$ 939,958 | \$ 939,958 | \$ 5,174,324 |
| Haight Street Streetscape (Pedestrian Lighting) | Construction | SFPW | \$ 2,052,000 | | | | | \$ 2,052,000 |
| Potrero Gateway Loop (Pedestrian Safety Improvements) ¹ | Design, Construction | SFPW | | \$ 300,000 | | | | \$ 300,000 |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ¹ | Construction | SFPW | | \$ 700,000 | | | | \$ 700,000 |
| Arguello Boulevard Traffic Signal Upgrade | Construction | SFMTA | | \$ 655,000 | | | | \$ 655,000 |
| Bulb-outs at WalkFirst Locations ¹ | Construction | SFMTA | | | \$ 500,000 | | | \$ 500,000 |
| Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹ | Construction | SFPW | | | \$ 986,928 | | | \$ 986,928 |
| Subtotal Programmed to Category (% all time) | 26.3% | | \$ 2,052,000 | \$ 2,155,000 | \$ 986,928 | \$ - | \$ - | \$ 5,193,928 |
| Cumulative Remaining Capacity | | | \$ (637,510) | \$ (1,852,552) | \$ (1,899,521) | \$ (959,563) | \$ (19,604) | \$ (19,604) |
| Transit Reliability and Mobility Improvements | | | | | | | | |
| | Target Funds Available in Category | | \$ 2,202,022 | \$ 1,463,291 | \$ 1,463,291 | \$ 1,463,291 | \$ 1,463,291 | \$ 8,055,185 |
| Muni Metro Station Enhancements - Phase 1 | Construction | SFMTA | \$ 2,465,316 | | | | | \$ 2,465,316 |
| Muni Metro Station Enhancements - Phase 2 | Construction | SFMTA | | | \$ 3,503,099 | | | \$ 3,503,099 |
| Transit Stop Enhancement Program | Design, Construction | SFMTA | | | | \$ 2,064,919 | | \$ 2,064,919 |
| Subtotal Programmed to Category (% all time) | 26.2% | | \$ 2,465,316 | \$ - | \$ 3,503,099 | \$ 2,064,919 | \$ - | \$ 8,033,334 |
| Cumulative Remaining Capacity | | | \$ (263,294) | \$ 1,199,997 | \$ (839,811) | \$ (1,441,440) | \$ 21,851 | \$ 21,851 |
| Total Available Funds | | | \$ 6,910,759 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 25,280,143 |
| Total Programmed | | | \$ 4,517,316 | \$ 2,155,000 | \$ 9,284,285 | \$ 4,462,048 | \$ 2,397,129 | \$ 22,815,778 |
| Cumulative Remaining Capacity | | | \$ 2,393,443 | \$ 4,830,789 | \$ 138,850 | \$ 269,148 | \$ 2,464,365 | \$ 2,464,365 |

Pending allocation

Allocated

Notes

¹ Comprehensive 2017 Strategic Plan Amendment (Reso XX, approved MMDDYY).

Prop AA Vehicle Registration Fee Strategic Plan Screening and Prioritization Criteria – Proposed Revisions¹

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and

¹ Proposed revisions are shown in track changes.

Attachment 5

diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).

- **Benefits Communities of Concern:** Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged populations.
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Attachment 5

- Priority will be given to projects on corridors that are identified through or are consistent with WalkFirst, Vision Zero, or successor efforts (e.g. pedestrian master plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.



Memorandum

Date: February 21, 2019
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 03/12/2019 Board Meeting: Amend the Prop AA Strategic Plan

| | |
|--|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> Amend the 2017 Prop AA Strategic Plan <p>SUMMARY</p> <p>At its May 2017 meeting, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which programmed \$20.8 million to 12 projects over the five-year period covering Fiscal Years (FYs) 2017/18 to 2021/22. The Strategic Plan also left \$2,397,128 on reserve for a future call for projects to be conducted prior to FY 2019/20 with priority for projects in the street repair and reconstruction category. As described in the voter-approved expenditure plan, Prop AA places a strong emphasis on timely use of funds to ensure that projects result in near-term, tangible benefits to the public. Prior to releasing a call for projects, we are proposing Strategic Plan amendments to delay programming and make other changes to six projects that have not or do not anticipate being able to allocate funds in the year they are programmed, specifically FYs 2017/18 and 2018/19 (Attachment 2). If the Board does not wish to approve some or any of the programming revisions, these funds, totaling \$7,281,186 would be reprogrammed through the upcoming call for projects. As part of the Strategic Plan amendment, we are also proposing to add one new criterion to prioritize projects that directly benefit disadvantaged populations to the Screening and Prioritization Criteria used to evaluate project applications (see Attachment 5). Following Board approval of the Strategic Plan amendment, we plan to release a call for projects with an estimated \$3.55 million available for projects, comprised of the aforementioned reserve, higher revenues than anticipated, interest earnings, and a one-time release of unused program administration funds.</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/> |
|--|---|

DISCUSSION

Background. On November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%,

Agenda Item 7

Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding.

Timely-use-of-funds Policy: The Prop AA Strategic Plan spells out timely-use-of funds that are applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on quickly delivering tangible benefits to the public. Any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects. Sponsors have the opportunity to reapply for funds through these competitive calls but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

Project Delivery Update. Attachment 1 shows the current status of all Prop AA funded projects, with Table 2 showing projects that are open for use and Table 3 showing projects that are still underway, with their anticipated open for use date.

Since its inception, we have allocated \$30.3 million in Prop AA funds to 25 projects, with 18 projects open for use by the public. Six additional projects are underway, and one project is nearing completion of the design phase. Prop AA has funded projects all throughout the city, from pedestrian safety improvements in Park Presidio, Hunters Point, and the Western Addition, to street resurfacing of 28th Avenue, McAllister Street and Dolores Street, to a bike station in Civic Center BART/Muni station. Prop AA has also played a key role in providing local match to federal funds such as the One Bay Area Grant program for the Chinatown Broadway Streetscape Improvements and the Mansell Corridor Improvements projects.

While Prop AA has delivered significant benefits, in recent years we have observed a slower pace of allocations and expenditures. These delays can be explained in part by the need for coordinating Prop AA funded improvements with larger, multi-agency projects such as Geary Bus Rapid Transit, Haight Street Streetscape (Pedestrian Lighting), and Brannan Street Pavement Renovation and Sewer Replacement.

Strategic Plan Amendment. The proposed Strategic Plan Amendment is comprised of programming revisions and one addition to the Screening and Prioritization Criteria. These changes are briefly described below.

Programming Revisions. Consistent with the Prop AA timely-use-of-funds policy, we have been working with the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW) to review the status of the six projects shown in Attachment 2, that have not or do not anticipate being able to request allocation of Prop AA funds programmed in FY 2017/18 and FY 2018/19. Attachment 2 shows the proposed programming revisions, primarily the fiscal year of

Agenda Item 7

programming, and provides a brief summary of the reasons the project has been delayed, if relevant, and the proposed revised completion date.

Two of the projects, SFPW's Geary Boulevard Pavement Renovation and SFPW's (formerly SFMTA's) Western Addition Transportation Plan Implementation (Pedestrian Lighting), have funding gaps of \$990,000 and \$660,000 respectively. The sponsors intend to seek funds through the Prop AA call for projects to help close the funding gap. They will need to have a fully funded scope of work prior to seeking allocation of Prop AA funds.

We have received updated project information forms (Attachment 3) which show the latest proposed scope, schedule, cost and funding plan for the six projects with recommended programming changes.

Attachment 4 shows what the amended 2017 Prop K Strategic Plan Programming and Allocations would look like if the recommended programming revisions are made.

New Screening and Prioritization Criteria. Upon receiving an application, candidate Prop AA projects first undergo an eligibility screening. If projects meet the eligibility requirements, they are then prioritized for funding using the adopted prioritization criteria. The proposed revised Screening and Prioritization Criteria are provided in Attachment 5.

We are recommending the addition of one new criterion to prioritize projects that directly benefit disadvantaged communities. This is consistent with criteria used to select projects for the Transportation Authority's Lifeline Transportation Program and the Transportation Fund for Clean Air. The new prioritization criterion would apply to all candidate Prop AA projects:

- **Benefits Communities of Concern:** Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged populations.

2019 Call for Projects. As shown in Table 1, there is approximately \$3.55 million in Prop AA funds available for new projects. This amount would be increased if the Board doesn't approve any or a portion of the proposed programming revisions described above.

Table 1. Funds Available for 2019 Prop AA Call for Projects

| | |
|---|---------------------|
| Reserved funds (priority for Street Repair and Reconstruction projects) | \$ 2,397,128 |
| Deobligated funds (from projects completed under budget) | \$ 67,237 |
| Higher than anticipated revenues | \$ 294,733 |
| Interest earnings | \$ 22,629 |
| Release of unused administrative allowance | \$ 768,345 |
| Total Available: | \$ 3,550,072 |

Reserved funds. As noted above, \$2,397,128 is available for this call for projects, with priority for the Street Repair and Reconstruction category. The Board placed these funds on reserve as part of the 2017 Strategic Plan since the only project submitted for the Street Repair and Reconstruction category in FY 2019/20, the Port of San Francisco's Cargo Way and Amador Street Improvement project, assumed \$18 million in federal discretionary grant funds that were too uncertain to demonstrate a

Agenda Item 7

reasonable expectation of a full funding plan. This reserve provided a future opportunity for the Port to apply for these funds should it be able to secure a full funding plan for the project.

Higher than anticipated revenues. Prop AA revenue is based on the number of vehicles registered in San Francisco – a number which was expected to remain relatively flat in the 2017 Strategic Plan. However, there has been a slight upward trend in Prop AA revenues received through FY 2017/18. We are including the increased revenues, totaling \$294,733, in the call for projects.

Release of administrative allowance. Administration expenses for the Prop AA program are capped at 5% by State statute. Because of administrative overlap between our two voter-approved grant programs – Prop AA and Prop K, the Prop K program has been able to absorb a portion of the Prop AA program administration expenses to date (e.g. development and upgrade of the grants portal). In order to maximize funds available for projects for the small, pay-as-you-go Prop AA program, we are recommending a one-time release of \$768,345 in unspent program administration funds and making them available for capital projects. Going forward, we expect to fully spend the administration allowance, and will continue to conduct periodic true-ups of revenues and expenditures.

Next Steps. Following Board approval of the 2017 Prop AA Strategic Plan amendment, we will release the Prop AA call for projects, anticipated on March 20, 2019. After reviewing and evaluating project applications, we will present a recommended program of projects to the Citizens Advisory Committee in May and the Board in June for approval. Attachment 6 details the proposed schedule for the call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2018/19 budget associated with the recommended action. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Prop AA Project Delivery Report
- Attachment 2 – Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions
- Attachment 3 – Project Information Forms (6)
- Attachment 4 – Proposed Prop AA Strategic Plan Amendment – Programming and Allocations
- Attachment 5 – Prop AA Screening and Prioritization Criteria – Proposed Revisions
- Attachment 6 – Proposed Prop AA Call for Projects Schedule

Attachment 1
Prop AA Project Delivery Report

Table 1. Prop AA Funds Allocated

| Strategic Plan Period | Programmed (Available for Allocation) | Total Allocated as of 2/15/2019 | % Allocated |
|---|---------------------------------------|---------------------------------|-------------|
| 2012 Strategic Plan (FY2012/13 - FY2016/17) | \$ 25,079,810 | \$ 25,079,810 | 100% |
| 2017 Strategic Plan (FY2017/18 - FY2021/22) | \$ 22,815,778 | \$ 5,172,316 | 23% |
| Total | \$ 47,895,588 | \$ 30,252,126 | |

Table 2. Completed Projects

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

| Sponsor ¹ | Fiscal Year of Allocation | Project Name | Phase(s) Funded | Total Allocated (as of 02/15/2019) | Open for Use ² |
|---|---------------------------|---|-----------------|------------------------------------|--|
| Street Repair and Reconstruction | | | | | |
| SFPW | 2012/13 | 28th Ave Pavement Renovation | Construction | \$ 1,169,843 | 2014 |
| SFPW | 2012/13 | 9th Street Pavement Renovation | Construction | \$ 2,101,136 | 2015 |
| SFMTA | 2013/14 | Mansell Corridor Improvement Project | Design | \$ 199,997 | 2017 |
| SFPW | 2013/14 | Chinatown Broadway Streetscape Improvements | Design | \$ 650,000 | 2018 |
| SFPW | 2013/14 | McAllister St Pavement Renovation | Construction | \$ 1,995,132 | 2015 |
| SFMTA | 2014/15 | Mansell Corridor Improvement Project | Construction | \$ 2,325,624 | 2017 |
| SFPW | 2014/15 | Dolores St Pavement Renovation | Construction | \$ 2,145,024 | 2016 |
| Pedestrian Safety | | | | | |
| SFMTA | 2012/13 | Pedestrian Countdown Signals (PCS) #1 | Construction | \$ 1,380,307 | 2014 |
| Presidio | 2013/14 | Arguello Gap Closure | Construction | \$ 350,000 | 2014 |
| SFMTA | 2013/14 | Franklin and Divisadero Signal Upgrades | Design | \$ 260,270 | 2017 |
| SFMTA | 2013/14 | Mid-Block Crossing on Natoma/8th | Design | \$ 54,578 | 2016 |
| UC Hastings | 2013/14 | McAllister St Campus Streetscape | Design | \$ 83,000 | 2015 |
| SFMTA | 2014/15 | Franklin and Divisadero Signal Upgrades | Construction | \$ 636,480 | 2017 |
| SFMTA | 2014/15 | Mid-Block Crossing on Natoma/8th | Construction | \$ 310,000 | 2016 |
| SFMTA | 2014/15 | Webster Street Pedestrian Countdown Signals | Design | \$ 260,000 | 2018 |
| UC Hastings | 2014/15 | McAllister St Campus Streetscape | Construction | \$ 1,619,035 | 2015 |
| SFMTA | 2015/16 | Mansell Corridor Improvement Project | Construction | \$ 163,358 | 2017 |
| SFMTA | 2015/16 | Gough Corridor Signal Upgrade | Design | \$ 300,000 | Design completed 2018 Construction anticipated 2019 |
| SFPW | 2015/16 | Chinatown Broadway Streetscape Improvements | Construction | \$ 1,029,839 | 2018 |
| SFMTA | 2016/17 | Webster Street Pedestrian Countdown Signals | Construction | \$ 141,794 | 2018 |

Attachment 1
Prop AA Project Delivery Report

Table 2. Completed Projects - continued

| Sponsor ¹ | Fiscal Year of Allocation | Project Name | Phase(s) Funded | Total Allocated (as of 02/15/2019) | Open for Use ² |
|--|---------------------------|---|-----------------|------------------------------------|---------------------------|
| Transit Reliability and Mobility Improvements | | | | | |
| BART | 2012/13 | 24th Street Mission BART SW Plaza and Pedestrian Improvements | Construction | \$ 713,831 | 2014 |
| BART | 2013/14 | Civic Center BART/Muni Bike Station | Construction | \$ 248,000 | 2015 |
| MOHCD | 2013/14 | Hunters View Transit Connection | Construction | \$ 1,844,994 | 2017 |
| SFMTA | 2013/14 | City College Pedestrian Connector | Design | \$ 42,000 | 2016 |
| SFMTA | 2014/15 | City College Pedestrian Connector | Construction | \$ 891,000 | 2016 |
| BART | 2015/16 | Muni Bus Layover Area at BART Daly City Station | Construction | \$ 507,980 | 2017 |

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Mayor's Office of Housing and Community Development (MOHCD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), The Presidio Trust (Presidio), University of California Hastings College of the Law (UC Hastings)

² Open for use refers to the year the construction phase of the project was completed.

Attachment 1
Prop AA Project Delivery Report

Table 3. Projects Underway

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

| Sponsor ¹ | Fiscal Year of Allocation | Project Name | Phase(s) Funded | Total Allocated (as of 02/15/2019) | % Complete (as of 2/15/2019) | Open for Use ² (at time of allocation) | Open for Use ² (anticipated) |
|--|---------------------------|---|-----------------|------------------------------------|------------------------------|---|---|
| Street Repair and Reconstruction | | | | | | | |
| SFPW | 2016/17 | Brannan Street Pavement Renovation | Construction | \$ 2,540,359 | 8% | Mar-2019 | Jun-2019 |
| Pedestrian Safety | | | | | | | |
| SFMTA | 2013/14 | Ellis/Eddy Traffic Calming Improvement ³ | Design | \$ 337,450 | 100% | Sep-2016 | Sep-2019 |
| SFMTA | 2015/16 | Bulb-outs at WalkFirst Locations | Design | \$ 491,757 | 90% | Jun-2020 | Jun-2020 |
| SFMTA | 2017/18 | Arguello Boulevard Traffic Signal Upgrade | Construction | \$ 655,000 | 10% | Dec-2019 | Dec-2019 |
| SFPW | 2017/18 | Haight Street Resurfacing and Pedestrian Lighting | Construction | \$ 2,052,000 | 1% | Mar-2020 | Mar-2020 |
| Transit Reliability and Mobility Improvements | | | | | | | |
| SFMTA | 2015/16 | Elevator Safety and Reliability Upgrades | Construction | \$ 287,000 | 22% | Mar-2020 | Jun-2020 |
| SFMTA | 2017/18 | Muni Metro Station Enhancements Phase 1 | Construction | \$ 2,465,316 | 1% | Mar-2019 | Mar-2020 |

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW)

² Open for use refers to the year the construction phase of the project would be completed.

³ Design phase for the Ellis/Eddy Traffic Calming project is complete and new signals were activated in 2017. Project completion is delayed due to coordination on the two-way conversion of both Ellis and Eddy streets.

Proposed Prop AA Call for Projects Schedule

| | |
|------------------------------|--|
| Wednesday, March 20, 2019 | Transportation Authority Issues Prop AA Call for Projects |
| April 2019 | Transportation Authority Technical Working Group Workshop for potential applicants |
| Friday, April 26, 2019, 5 pm | Prop AA Applications Due to the Transportation Authority |
| Thursday, May 16, 2019 | Transportation Authority Technical Working Group Prop AA staff recommendations |
| Wednesday, May 22, 2019 | Citizens Advisory Committee – ACTION Prop AA staff recommendations |
| Tuesday, June 11, 2019 | Transportation Authority Board – PRELIMINARY ACTION Prop AA staff recommendations |
| Tuesday, June 25, 2019 | Transportation Authority Board – FINAL ACTION Prop AA staff recommendations |

* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule (www.sfcta.org/agendas).

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE CERTAIN AGREEMENTS AND DOCUMENTS FOR THE YERBA BUENA ISLAND SOUTHGATE ROAD REALIGNMENT IMPROVEMENTS PROJECT, CONSISTING OF A COOPERATIVE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION; LICENSE AGREEMENTS WITH THE UNITED STATES COAST GUARD; UTILITY RELOCATION AGREEMENT AND AMENDMENTS TO THE MEMORANDUMS OF AGREEMENT FOR THE CONSTRUCTION PHASE WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY; AN AMENDMENT INCREASING THE RIGHT-OF-WAY MEMORANDUM OF AGREEMENT WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY BY \$1,334,760, TO A TOTAL AMOUNT NOT TO EXCEED \$5,534,760; THE RIGHT OF WAY CERTIFICATION; AND A NATIONAL ENVIRONMENTAL POLICY ACT/ CALIFORNIA ENVIRONMENTAL QUALITY ACT RE-VALIDATION AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY AGREEMENT PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, One of the elements of the overall project is the YBI Southgate Road Realignment Improvements Project (Project); and

WHEREAS, The Project will increase the length of the on- and off-ramp on a new alignment to allow the YBI Westbound Ramps Project to function as designed, and would effectively function as an extension of the on- and off-ramps for the YBI Westbound Ramps Project; and



WHEREAS, The Transportation Authority must execute a series of agreements and documents to prepare the Project for construction; and

WHEREAS, The California Department of Transportation (Caltrans) Cooperative Agreement identifies and defines the respective Transportation Authority and Caltrans roles for Project implementation; and

WHEREAS, The United States (U.S.) Coast Guard license agreements allow for construction of the Project on U.S. Coast Guard property while right-of-way acquisition is being completed; and

WHEREAS, The TIDA utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Project and identifies estimated costs and associated cost liability for the waterline relocation; and

WHEREAS, The TIDA Memorandum of Agreements (MOAs) for right-of-way and construction phases were entered into in 2013 for the YBI Ramps Improvement Project and establish each party's role and responsibilities, as well as the terms and conditions of TIDA repayments to the Transportation Authority; and

WHEREAS, The amendments to the TIDA MOAs for right-of-way and construction phases would add the YBI Southgate Road Realignment Improvements Project to the scope of the respective MOAs and increase the not-to-exceed amount for the right-of-way phase to \$5,534,760; and

WHEREAS, The Transportation Authority has determined that the inclusion of the Project as part of the YBI Ramps Improvement Project requires the preparation of an addendum to the I-80/YBI Ramps Improvement Project Final Environmental Impact Report/Final Environmental Impact Statement pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15164 and the preparation and execution of a National Environmental Policy Act (NEPA)/CEQA Re-validation which incorporates the required CEQA addendum in order to provide environmental clearance for the Project; and

WHEREAS, The Project needs are consistent with those established for the YBI West Bound Ramps Project purpose and need and Caltrans Legal and Headquarters Divisions have approved re-evaluation of the YBI West Bound Ramps Project, with a NEPA/CEQA Re-validation as the appropriate level of environmental documentation for the Project; and

WHEREAS, The right-of-way certification confirms that the Transportation Authority has made all necessary arrangements to clear the right-of-way for construction activities, including having executed all required licenses and right-of-way agreements and having obtained all required permits for the Project; and

WHEREAS, The total Project is estimated to cost approximately \$51 million for all phases and construction activities are anticipated to be completed by January 2021; and

WHEREAS, The Transportation Authority will be advancing Prop K funds to pay for Project costs incurred in the right-of-way and construction phases, in amounts not to exceed \$5,534,760 and \$38,002,765, respectively, until the agency receives reimbursements from a combination of federal Highway Bridge Program, state Prop 1B, Bay Area Toll Authority, and TIDA funds; and

WHEREAS, TIDA is responsible for reimbursing the Transportation Authority for all Project costs and accrued interest, less state, federal, or Bay Area Toll Authority reimbursements to the Transportation Authority; and

WHEREAS, This year's activities for the Project will be included in the Transportation Authority's mid-year budget amendment and sufficient funds will be included in future fiscal year budgets for the remaining activities; now, therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute a cooperative agreement with Caltrans; license agreements with the U.S. Coast Guard; utility relocation agreement and amendments to the MOA for the construction phase with TIDA; an amendment increasing the right-of-way MOA with TIDA by \$1,334,760, to a total amount not to exceed



\$5,534,760; the right-of-way certification; and the NEPA/CEQA Re-validation; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate and modify agreement payment terms and non-material agreement terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, “non-material” shall mean agreement terms and conditions other than provisions related to the overall agreement amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

Date: February 21, 2019

To: Transportation Authority Board

From: Eric Cordoba – Deputy Director for Capital Projects

Subject: 03/12/19 Board Meeting: Authorize the Executive Director to Execute Certain Agreements and Documents for the Yerba Buena Island Southgate Road Realignment Improvements Project, Consisting of a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and a National Environmental Policy Act / California Environmental Quality Act Revalidation and Authorizing the Executive Director to Negotiate and Modify Agreement Payment Terms and Non-Material Agreement Terms and Conditions

| | |
|---|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director to execute the following agreements/documents to prepare the Yerba Buena Island (YBI) Southgate Road Realignment Improvements Project for construction: <ul style="list-style-type: none"> ○ Cooperative agreement with the California Department of Transportation (Caltrans) ○ License agreements with the United States (U.S.) Coast Guard ○ Utility relocation agreement for Treasure Island Development Authority (TIDA) waterline ○ Amendments to the Memorandums of Agreement (MOAs) with TIDA for the construction phase and amendment increasing the right-of-way phase MOA by \$1,334,760, to a total amount not to exceed \$5,534,760 ○ California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) revalidation ○ Right of Way Certification • Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are working jointly with TIDA and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/YBI Interchange Improvement Project. One of the elements of the overall</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/> |
|---|---|

| | |
|---|--|
| <p>project is the YBI Southgate Road Realignment Improvements Project. In order to prepare this portion of the project for construction, the Transportation Authority must execute a series of agreements and documents as described in the recommendation action listed above.</p> | |
|---|--|

DISCUSSION

Background.

The scope of the I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The I-80/YBI Ramps Improvement Project is comprised of two phases:

- Phase 1, which includes constructing new westbound on- and off-ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge; and
- Phase 2 the YBI Southgate Road Realignment Improvements Phase 2, which includes increasing the length of the on-ramp and off-ramp on a new alignment to allow the westbound ramps to function as designed.

We are in the process of completing Phase 1 and are now preparing to begin construction of Phase 2, the YBI Southgate Road Realignment Improvements Project (Project). The Project will increase the length of the on- and off-ramp on a new alignment to allow the YBI Westbound Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the YBI Westbound Ramps Project and would separate traffic heading down westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and the Level of Service F intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp and would ensure all truck turning movements are accommodated. In addition, the eastbound off-ramp is being reconstructed.

Agreements.

There are various agreements that need to be executed in order to prepare the Project for construction. Each agreement is briefly discussed below.

Caltrans Cooperative Agreement: This agreement identifies and defines the respective Transportation Authority and Caltrans roles for Project implementation. The Transportation Authority is the implementing agency for the design, right-of-way acquisition, and the construction phases for the Project, with Caltrans oversight.

U.S. Coast Guard License Agreements: These agreements allow for construction of the Project on U.S. Coast Guard property, while right-of-way acquisition is being completed. The U.S. Coast Guard relies upon its facilities on YBI to support the vital operations it conducts in the San Francisco Bay, the Pacific Ocean, and eastward along the major rivers in Northern California. These license agreements document U.S. Coast Guard requirements to construct the Project without impairing the U.S. Coast Guard's mission.

Utility Relocation Agreement with TIDA: This utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Project. This utility relocation agreement identifies estimated costs and associated cost liability for the waterline relocation, which will be included in the scope of the upcoming Transportation Authority construction contract.

TIDA MOA Amendments for Right-of-Way and Construction Phases: In 2013, the Transportation Authority and TIDA entered into MOAs for the right-of-way phase and for the construction phase for the YBI Ramps Improvement Project, in amounts not to exceed \$4,200,000 and \$46,700,000, respectively. The MOAs establish each party's role and responsibilities, as well as the terms and conditions of TIDA repayments to the Transportation Authority for all costs incurred by the Transportation Authority on the YBI Ramps Improvement Project. The proposed amendments would add the YBI Southgate Road Realignment Improvements Project to the scope of the respective MOAs and increase the not-to-exceed amount for the right-of-way phase to \$5,534,760.

TIDA has requested that the Transportation Authority take certain actions necessary to satisfy right-of-way certification conditions for the project prior to issuing an invitation to bid for construction of the Project. The Transportation Authority agreed to take such actions provided that TIDA agreed to reimburse the Transportation Authority for, and indemnify and hold the Transportation Authority harmless from, any and all costs and liabilities incurred by the Transportation Authority. Caltrans' certification of right-of-way is also required prior to issuance of the invitation to bid. TIDA also requests that the Transportation Authority, acting on TIDA's behalf, complete the steps necessary to pursue construction of the Project, including entering into a cooperative agreement for construction services with Caltrans; procure and award a consultant contract for construction management services; issue an invitation to bid for construction work required for the Project; enter into a construction contract with the lowest responsible bidder submitting a responsive bid to construct the Project; and provide project management and administrative services during the construction phase of work. We anticipate bringing a construction contract award to the Board for approval in summer 2019. The proposed amendments would extend the term of the MOAs through June 30, 2022.

CEQA/NEPA Revalidation: The revalidation of the I-80/YBI Ramps Improvement Project Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) will provide environmental clearance for the Project. Caltrans is the NEPA lead under delegation from the Federal Highway Administration and the Transportation Authority is the CEQA lead agency for the Project. The Board approved the Final EIR/EIS for the I-80/YBI Ramps Improvement Project in December 2011 through Resolution 12-29. We secured additional funds for the YBI West Bound Ramps Project in Fiscal Year 2017, specifically for the Southgate Road Realignment Project as a "special case approach roadway." The Southgate Road improvements were determined to be essential additional work supporting the YBI West Bound Ramps Project and allowing the westbound ramps to function as designed. The Southgate Road Project improvement needs are consistent with those established for the YBI West Bound Ramps Project purpose and need. As a result, Caltrans Legal and Headquarters Divisions have approved re-evaluation of the YBI West Bound Ramps Project, with a NEPA/CEQA Revalidation as the appropriate level of environmental documentation for the Southgate Road Project Improvements.

Right-of-Way Certification: This right-of-way certification confirms that the Transportation Authority has made all necessary arrangements to clear the right-of-way for construction activities, including having executed all required licenses and right-of-way agreements and having obtained all required permits for the project.

Funding: We are actively seeking to secure all required federal, state, and regional funds for the Project, which is estimated to cost approximately \$51 million for all phases. To date, Caltrans has approved programming of approximately \$30 million of federal Highway Bridge Program and state Prop 1B funds in the Federal Transportation Improvement Program for federal Fiscal Year 2018/19 for the Project. We anticipate grant funds will be authorized in April/May 2019. BATA has also committed approximately \$11.2 million of BATA Toll Bridge Seismic Retrofit Capital Program funds, including

approximately \$4 million to cover additional construction work they asked be included as part of the Southgate construction contract. BATA is providing the funding and administering the Preliminary Engineering phase work with assistance from the Transportation Authority's project management team for design and engineering services. The overall Project funding is shown in the table below.

| YBI Southgate Road Realignment Project | | | | | | | |
|---|---------------------------------------|----------------------|---------------------|------------------|--------------------|--|---------------------|
| Overall Funding Plan | | | | | | | |
| PHASE | FEDERAL HIGHWAY BRIDGE PROGRAM | STATE PROP 1B | BATA | TIDA | FUTURE BATA | FUTURE FEDERAL HIGHWAY BRIDGE PROGRAM¹ | TOTAL |
| Preliminary Engineering | \$ - | \$ - | \$6,819,315 | \$ - | \$673,967 | \$ - | \$7,493,282 |
| Right-of-way | 885,300 | 114,700 | | 500,000 | 20,137 | 4,014,623 | 5,534,760 |
| Construction | 26,861,019 | 2,148,445 | 4,431,685 | | 523,217 | 4,038,399 | 38,002,765 |
| TOTAL | \$27,746,319 | \$2,263,145 | \$11,251,000 | \$500,000 | \$1,217,321 | \$8,053,022 | \$51,030,807 |

The Transportation Authority will be advancing Prop K funds to pay for Project costs incurred in the right-of-way and construction phases, in amounts not to exceed \$5,534,760 and \$38,002,765, respectively, until we receive reimbursements from a combination of federal Highway Bridge Program, State Prop 1B, BATA, and TIDA funds. TIDA is responsible for reimbursing the Transportation Authority for all Project costs and accrued interest, less state, federal, or BATA reimbursements to the Transportation Authority. Interest will accrue on all outstanding unreimbursed Project costs until TIDA, state/federal agencies, and/or BATA, fully reimburses the Transportation Authority for all costs related to the Project. If the state or federal grant funds or BATA funds do not become available for some or all of the Project costs, or if the state or federal agency or BATA disallows the Transportation Authority's reimbursement claims on some or all of the Project costs, then TIDA bears the responsibility to repay the Transportation Authority for all costs incurred on the Project. Furthermore, TIDA shall indemnify the Transportation Authority and assume all liabilities incurred from entering into the agreements executed as a result of this item.

Schedule: The Project schedule is projected as follows:

- Execute Caltrans Cooperative Agreement, U.S. Coast Guard Licenses, Utility Agreement, and Right-of-Way Certification – April 2019
- Request Construction Phase Funding – April 2019
- Obtain Construction Phase Funding Allocation Approval – April/May 2019
- Advertise Construction Contract – May 2019
- Award Construction Contract – July 2019
- Begin Construction – August 2019
- Open to traffic – January 2021

¹ Future federal Highway Bridge Program funds are subject to change based on funding partners fair share split negotiation.

FINANCIAL IMPACT

This year's activities for the Project will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets for the remaining activities. All Project costs will be funded with federal Highway Bridge Program, state Prop 1B, BATA, and TIDA funds specifically designated for the Project. See Funding in Discussion section for additional details.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and opposed a motion of support for the staff recommendation. The staff recommendation was not approved by the CAC, with 3 members voting in favor and 3 members abstaining. One member clarified that their abstention was due to a possible conflict of interest and another out of a desire for the Transportation Authority to leverage its agreements with Caltrans to ensure that it operates with an ethical lens and that it cultivates a non-discriminatory workplace.

SUPPLEMENTAL MATERIALS

None.



This Page Intentionally Left Blank

MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2018

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County
Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2018.

Enclosure:

1. Audit Report for the Year Ended June 30, 2018



Memorandum

Date: February 21, 2019
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 3/12/2019 Board Meeting: Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018

| | |
|---|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2018</p> <p>SUMMARY</p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Comprehensive Annual Financial Reporting (Audit Report) for the year ended June 30, 2018, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (VTD). Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from VTD, with no findings or recommendations for improvements. The full audit report and separate report containing other required communications to the Board are enclosed.</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/> |
|---|--|

DISCUSSION

Background.

Under its Fiscal Policy (Resolution 18-07), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2018, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit

Agenda Item 9

and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

Discussion.

The Audit Report includes an introductory section, the overall basic financial statements, a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year, footnotes, required supplemental information, and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that VTD issued all unmodified opinions and had no findings or recommendations for improvements. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, VTD has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants was expended during the year, a single audit was performed on the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, VTD has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report and separate report containing other required communications to the Board are enclosed.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2017/18 budget and budgeted expenditures that did not expend in FY 2017/18 will be included in the FY 2018/19 mid-year amendment.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Separate Report Containing Other Required Communications to the Board

Enclosure 1 – Comprehensive Annual Financial Report for the Year Ended June 30, 2018



VAVRINEK, TRINE, DAY & CO., LLP
Certified Public Accountants

VALUE THE *difference*

The Board of Commissioners
San Francisco County Transportation Authority
San Francisco, California

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the San Francisco County Transportation Authority (Transportation Authority) a component unit of the City and County of San Francisco, California, for the year ended June 30, 2018. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated June 14, 2018. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Transportation Authority are described in Note 2 to the financial statements. As described in Note 9 and Note 16 to the financial statements, the Transportation Authority adopted the new accounting pronouncement: GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefit Plans Other than Pension Plans*. Our opinion is not modified with respect to this matter. We noted no transactions entered into by the Transportation Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Transportation Authority's financial statements were:

Management's estimates used in: establishing pension liabilities and other postemployment benefit liabilities and disclosures. We evaluated the key factors and assumptions used to develop these estimates in determining that they appeared reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

The disclosure of pension plans in Note 8 and 9 to the financial statements describes the Transportation Authority's retirement and other postemployment benefit plans required by the Transportation Authority's implementation of GASB Statement No. 68 and GASB Statement No. 75 during the period.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated January 29, 2019.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management's Discussion and Analysis, Budgetary Comparison Schedules, Schedule of Changes in the Net Other Postemployment Benefits Liability and Related Ratios, Schedule of Other Postemployment Benefits Contributions, Schedule of the Proportionate Share of the Net Pension Liability, and Schedule of Pension Contributions which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

With respect to the Supplementary Information accompanying the financial statements such as the Schedule of Expenditures of Federal Awards, the Fiduciary Fund Statement of Changes in Assets and Liabilities, and the Agency-wide Budgetary Comparison, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the introductory section or the statistical section, which accompany the financial statements but are not RSI. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Restriction on Use

This information is intended solely for the use of governing board and management of the Transportation Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California
January 29, 2019



Memorandum

Date: March 6, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/12/19 Board Meeting: Update on the Caltrain Modernization Program and Business Plan

| | |
|---|--|
| <p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As required by the Funding Partners Oversight Protocol for Caltrain’s Modernization Program, known as CalMod, the Director of Caltrain will present at the Board of Supervisors twice a year on the CalMod Program and answer questions regarding its status. The first of such presentations this calendar year will take place at this meeting, and will also include an update on Caltrain’s Business Plan, which is currently under development. This memo is intended as a supplement to the attached presentation (Attachment 1).</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <p>_____</p> |
|---|--|

BACKGROUND

The Caltrain Modernization Program or CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The Electrification Project, which is scheduled to be operational by 2022, has two components: electrification of the Caltrain line between San Jose and San Francisco, and purchase of electric multiple-unit vehicles to operate on the electrified railroad. The Caltrain Positive Train Control Project is scheduled to be operational by 2020.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued notices to proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners such as the three Joint Powers Board member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission and the California High Speed Rail Authority. Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three Joint Powers Board counties have a local contribution of \$80 million each to the \$2.26 billion CalMod program. The

Transportation Authority has committed about \$41 million primarily from the Prop K and One Bay Area Grant programs, and all but \$4.9 million in Prop K funds have been allocated. The SFMTA has committed the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond.

Caltrain Business Plan. With implementation of Positive Train Control and the Peninsula Corridor Electrification Program underway, Caltrain recognized the opportunity to articulate a long-term business strategy for the future of the system. The Caltrain Board discussed the initial concept for a Caltrain Business Plan in April 2017. The Caltrain Board reviewed a draft scope of work for the Business Plan in December 2017 and adopted a final Business Strategy and Scope of Work in February 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as an organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program, including Positive Train Control and the Peninsula Corridor Electrification Project. Representatives from the JPB will provide a brief update on these projects, as well as on the Caltrain Business Plan at the Board meeting.

Positive Train Control (PTC): On March 1, 2018, Caltrain awarded a \$49.5 million contract to Wabtec Corporation for the completion of the PTC project, finalizing the transition from the contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS)/PTC, which was terminated on February 22, 2017 for non-performance. After evaluating all possible options, Caltrain staff concluded that they needed to abandon the CBOSS portion of the project and concentrate on the completion of the PTC portion if they were to meet the Federal Railroad Administration (FRA) deadline of December 2018, which led to the Wabtec award. Caltrain staff determined that approximately 80% of the work product of the CBOSS work already performed would be able to be repurposed for the PTC. In December 2018, Caltrain completed FRA's required statutory substitute criteria and submitted an Alternative Schedule request for FRA approval. The Alternative Schedule calls for full system certification by December 2020. Final approval of the Alternative Schedule was received from FRA in early January.

As of December 31, 2018, expenditures and accruals reached \$225.09 million on the project, with work estimated at 70.25% complete. Wabtec continues the installation of on-board equipment, which is scheduled for completion in April 2019. It has completed Critical Features testing on the entire Caltrain property and punch list items are being addressed. Vehicle Acceptance Testing began on all PTC-installed locomotives and cab cars to ensure PTC equipment is functional under real-time track conditions. Field Integrated Testing is also underway. Wayside equipment audit and TASI (the contractor that operates the trains for Caltrain) training is also complete. Field verification and validation testing continues.

Peninsula Corridor Electrification Project (PCEP): In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million limited Notice to Proceed, pending execution of the FTA Full Funding Grant Agreement, which was delayed by three-and-a-half months. Having received the Full Funding Grant Agreement on May 23, 2017, Caltrain issued full Notice to Proceed on June 19, 2017.

Agenda Item 10

As of January 31, 2019, expenditures on the PCEP reached \$620,461.629, 31.33% of the \$1.98 billion budget. Work is progressing on foundations, poles and cantilever arm installation for the overhead contact system. Work is also ongoing on the traction power substations and paralleling stations. The contractor for tunnel modifications is making good progress on the 100-year old San Francisco tunnels.

On September 6, 2016 Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million Electric Multiple Units contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full NTP on June 1, 2017. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured in Salt Lake City. Major systems designs have been finalized and frozen to commence prototype testing and series production. Software-intensive systems, such as passenger information systems and train monitoring and diagnostic systems are scheduled for completion by fourth quarter or June 2019. Subsystem components (HVAC, propulsion, brakes, passenger seats, doors) manufacturing continues. First Article Inspections of initial production equipment are underway, with 38 of 69 First Article Inspections completed to date. Carshell fabrication continues. The first 10 car shells are undergoing installation of mounting brackets, conduits and thermal insulation at Stadlers' Salt Lake facility. 13 of 133 shells have been shipped from Switzerland to date. Revenue service demonstration is scheduled for August 2022.

Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available:

Peninsula Corridor Electrification Project reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Positive Train Control reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#ptc

We are cautiously optimistic that CalMod will be delivered on time and on budget. The primary risk items that we are monitoring include track access for both the PCEP and PTC, which is a factor for many capital projects that Caltrain is advancing, and differing site conditions that require pole and guy wire foundations to be relocated.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will be briefed on this information item at its March 27 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Caltrain update (presentation)



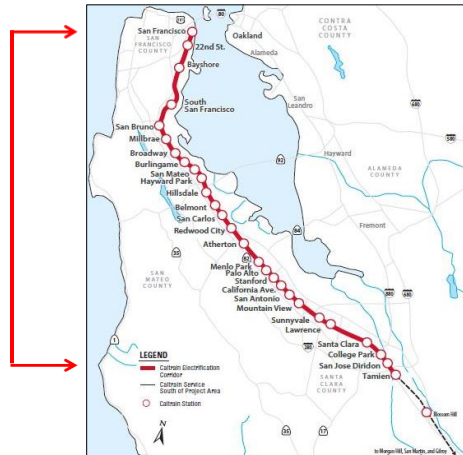
CALTRAIN UPDATE

SFCTA Board March 2019



CalMod CALTRAIN SYSTEM

Caltrain owns (SF to SJ)

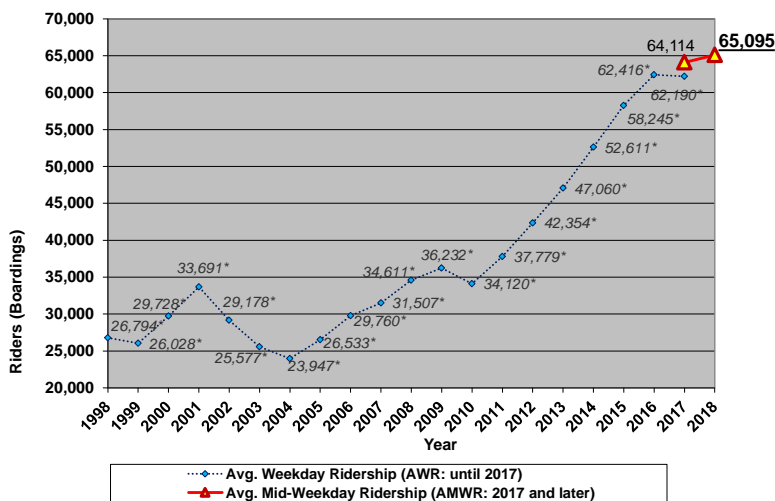


- 77 Miles, 32 Stations
- 92 Weekday Trains
- Tenants (Altamont Corridor Express, Capitol Corridor, Amtrak, Freight)

Union Pacific owns (SJ to Gilroy)



CalMod RIDERSHIP



3

CalMod ELECTRIFICATION PROJECT

| Area | Project | Service |
|--|--|--|
| 51 miles San Francisco to San Jose (Tamien Station) | Electrification: <ul style="list-style-type: none"> Overhead Wiring Traction Power Facilities Electric Trains (EMUs) <ul style="list-style-type: none"> 19 seven-car trainsets (133 cars) | Up to 79 mph Service Increase <ul style="list-style-type: none"> 6 trains / hour / direction More station stops / reduced travel time Restore weekday Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service <ul style="list-style-type: none"> Altamont Corridor Express, Capitol Corridor, Amtrak, Freight |



4

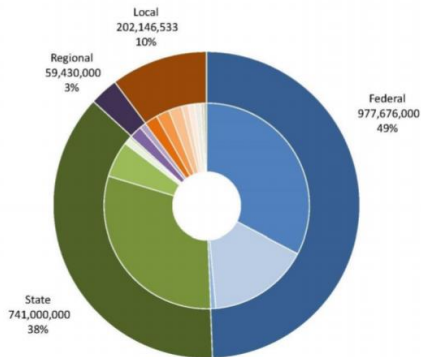
CalMod CONSTRUCTION / BUILDING ELECTRIC TRAINS



Over 500+ foundations, 300+ poles installed; 6 trains at new Utah facility

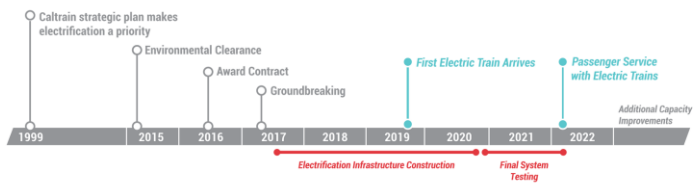


CalMod BUDGET (\$1.98B) / SCHEDULE



SF Contribution, ~\$60M

MILESTONES



*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.



CalMod POSITIVE TRAIN CONTROL (PTC)

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC.
- Caltrain’s PTC system will be fully operational by 2020.
- PTC serves as a redundancy that overlays with existing safety and signaling systems.

KEY BENEFITS: IMPROVING SAFETY



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET

| | |
|-----------------|------------------|
| Prop 1A - State | \$105,445 |
| Prop 1B - State | \$28,753 |
| Federal | \$90,446 |
| Local | \$55,609 |
| Total | \$280,253 |



Caltrain Business Plan

Project Update
July 2018 through January 2019



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.



What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service



Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More



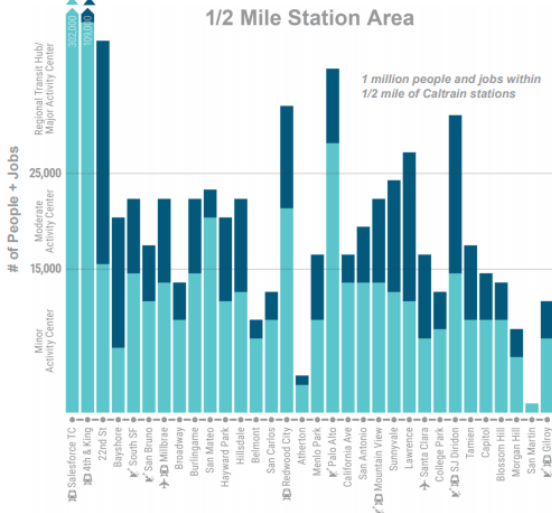
2040 Demand

The Caltrain corridor is growing

- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

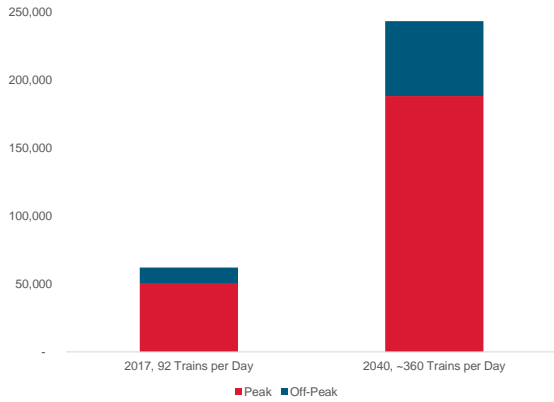
Major transit investments are opening new travel markets to Caltrain

- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



Exploring the Potential Long Term Demand for Caltrain Service

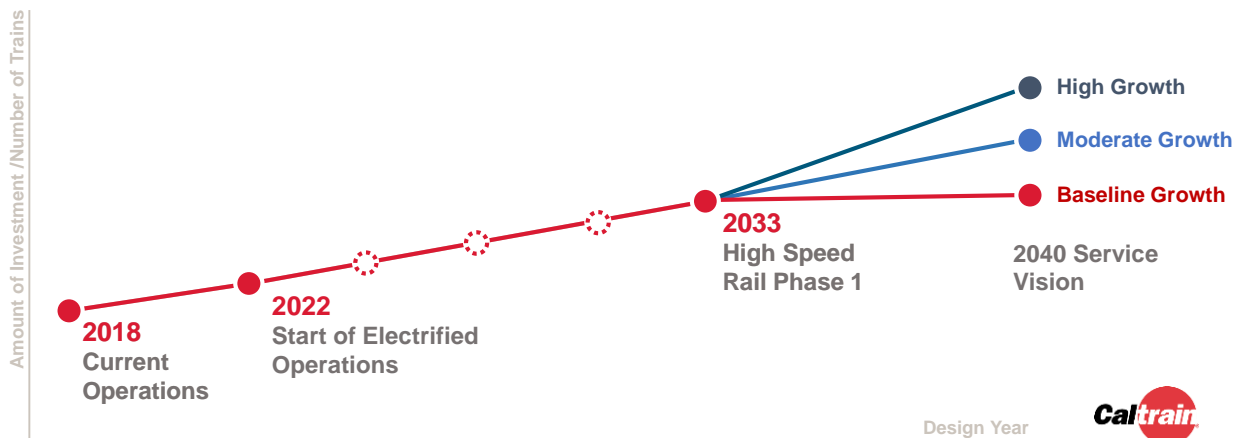
Using Plan Bay Area numbers for projected growth in jobs and housing, an unconstrained model run of high frequency, all-day BART-like service in the Caltrain corridor suggests that by 2040 there could be underlying demand for approximately 240,000 daily trips on the system



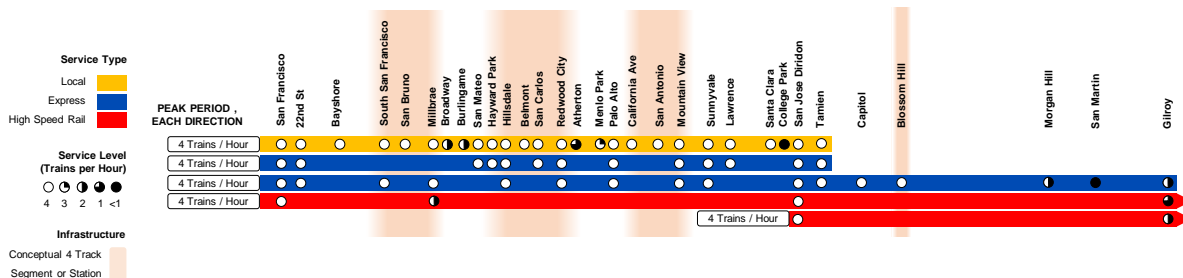
| Description | 2017: 92 Trains/Day | 2040: ~360 Trains/Day |
|-------------|------------------------|--------------------------|
| Daily | 62,000 | 240,000 |
| Peak | 50,000 | 185,000 |
| Off-Peak | 12,000 | 55,000 |



Baseline Growth



High Growth Scenarios (12C +4HSR Trains)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

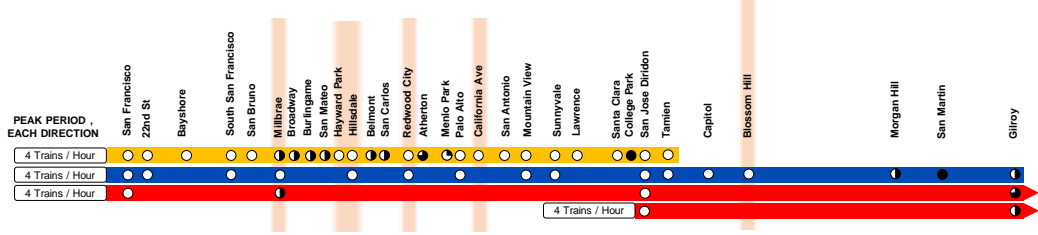
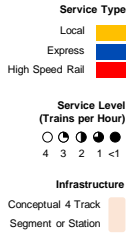
Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Moderate Growth Scenario (8C + 4HSR Trains)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

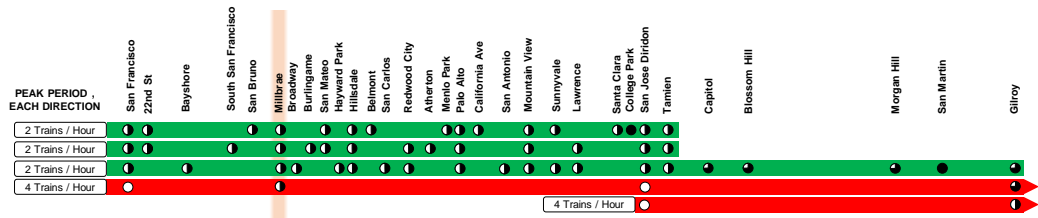
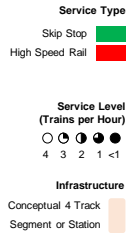
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

2040 Baseline Scenario (6C+4HSR Trains)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Baysshore and Lawrence

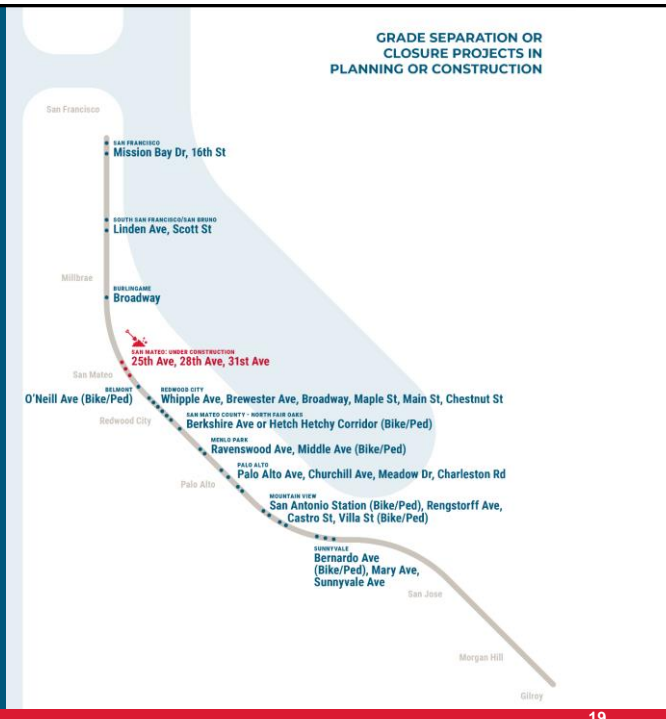
Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Grade Separations are Critical

All of the scenarios being considered involve significant increases in the number of trains per hour operating in the corridor

The Business Plan will consider the costs and challenges associated with grade separations and improvements to at-grade crossings as part of the overall plan



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service



This update describes different **illustrative** 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative **range of options** for how Caltrain service could grow given different levels of investment in the corridor



Business Case



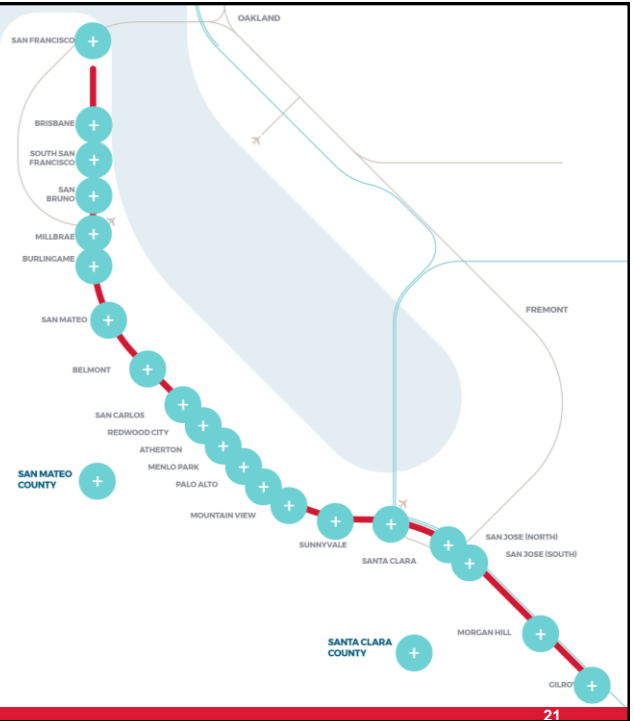
During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario



Business Plan Website is Up!

- Project timeline
- Project summary
- Corridor-wide factsheet
- Jurisdiction-specific factsheets
- Monthly presentations
- Glossary of key terms
- FAQs

www.caltrain2040.org



Outreach Activities to Date

July – December Timeline

| | July | August | September | October | November | December |
|---|------|--------|-----------|---------|----------|----------|
| Local Policy Maker Group | ● | ● | ● | | ● | ● |
| City/County Staff Coordinating Group | ● | ● | ● | | ● | ● |
| Project Partner Committee | ● | ● | ● | ● | ● | ● |
| Community Interface Meetings (One Per Jurisdiction) | | | ● | ● | ● | |
| Stakeholder Advisory Group | | | | ● | | |
| Partner General Manager | | | | ● | | |
| Website & Survey Launch | | | | | ● | |
| Community Meetings (One Per County) | | | | | ● | |
| Sister Agency Presentations | | | | | ● | ● |

Outreach Activities to Date

July – December by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

39

Stakeholder
Group Meetings

93

Organizations in Stakeholder
Advisory Group

Public Outreach

18

Public Meetings
and Presentations

1000+

Survey Responses

2,600

Website Hits

27,000

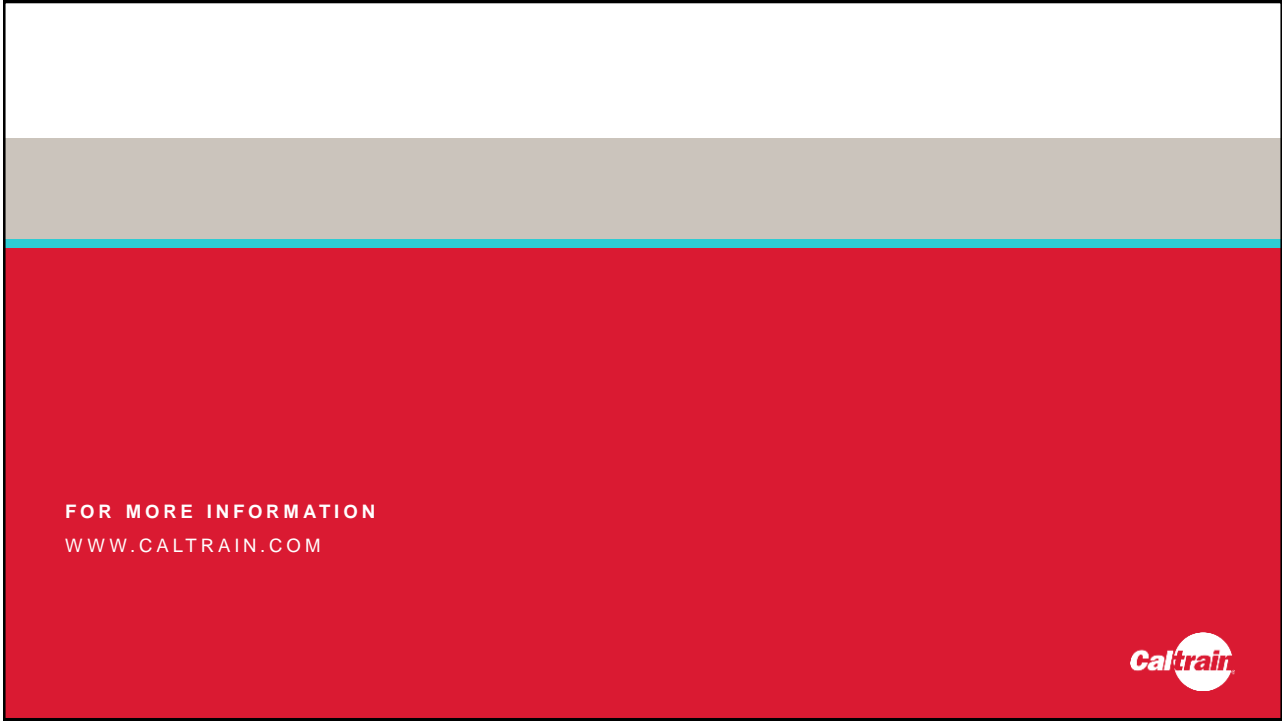
Social Media Engagements

23


Questions

- Caltrain Staff Available
- SFCTA Staff Available

24



FOR MORE INFORMATION
WWW.CALTRAIN.COM





Memorandum

Date: March 4, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/12/19 Board Meeting: Update on Transbay Transit Center Girder Fracture and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension

| | |
|---|---|
| <p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memo is to update the Board on two concurrent efforts related to the Transbay Joint Powers Authority (TJPA): The review of the girder fractures at the Transbay Transit Center and the study of governance, management, oversight and delivery of the Downtown Extension (DTX) requested by the Transportation Authority Board.</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> |
|---|---|

DISCUSSION

Transit Center Fractured Girders.

On the morning of September 25, 2018, workers installing ceiling panels discovered a fissure on the flange of a steel girder in the ceiling of the third-level bus deck of the Transbay Transit Center over Fremont Street. The TJPA closed the transit center and Fremont Street between Mission and Howard streets, and the TJPA immediately inspected a parallel beam in the same location. A second, smaller fissure was discovered on the flange of this second beam. Further inspections and advance testing and monitoring of similarly designed and constructed beams within the building began, starting with identical transfer girders that span over First Street. To date, additional fissures have not been found.

At the request of Mayors Breed and Schaaf, the Metropolitan Transportation Commission (MTC) convened a Peer Review panel to work with TJPA to assess the situation and make recommendations. Over the last few months the panel has reviewed the condition, held multiple meetings and workshop, and recommended and reviewed the results of metallurgical analyses. Currently, analysis and remediation of the fractured girders continues. Finite Element Analysis has been completed, the fix for the girders has been accepted by the peer review panel, and fabrication of the steel members is underway. The materials are expected to arrive on-site this month, at which time remediation work will begin. Completion of repairs is anticipated by June. Meanwhile, the project team efforts are focusing on a full-building structural health check by means of building-wide document and field reviews.

The framework for the ongoing facility-wide validation is intended to:

- Reaffirm the structural integrity of the building
 - Complete engineering findings and reports
 - Finalize fracture-related investigations
- Revalidate full fire and life-safety systems
 - Establish parameters for Fire & Life Safety Systems Recertification
 - Restore localized interruptions created by girder work
- Review of previously completed tests and inspection records
 - Concrete placement inspection and compression test reports
 - Field condition reports
 - Quality compliance reports
- Building management systems commissioning
 - Establish the commissioning process
 - Address normal operations
- Re-Occupancy Readiness Strategy
 - Secure occupancy clearance by zones/floors
 - Establish re-activation sequence
 - Develop re-occupancy schedule

The TJPA expects to have the facility's re-occupancy schedule available later this month.

DTX Governance, Management, Oversight, Finance, and Project Delivery Review.

At the direction of the Board, Transportation Authority staff is conducting a review and evaluation of current and alternative governance, management, oversight, finance and project delivery of the DTX project. The effort will consist of research, expert interviews, and a series of workshops with key stakeholders (Caltrain, California High-Speed Rail Authority, TJPA, MTC, and the City and County of San Francisco), and experts. To that effect, staff issued an Informal Request for Proposals 18/19-07 in December 2018 seeking consultant support services for this effort, drawing from our bench of on-call engineering consultants. Staff has selected specific experts from four consultant firm teams, namely, WSP USA Inc./McKinsey, IDS California/ARUP, SENER/Smith, Watts, Hartman/Nossaman, and TY Lin International, to serve as experts in their respective fields. Five of the experts will form the core team for the panel, and an additional nine will participate on an as-needed basis based on their areas of expertise.

Expert Panel Members:

- John Porcari, WSP
- Eugene Skorowposki, TYLIN
- Francisco Fernandez, SENER
- Ignacio Barandiaran, IDS/ARUP
- Lou Thompson, Thompson Consulting

Additional Experts:

- Alvaro Relano, SENER
- Joseph Giulietti, TYLIN
- Howard Permut, José Luis Moscovich, IDS

Agenda Item 11

- John Fisher, Roy Kienitz, Christian Roberts, WSP
- Geoff Yarema, IDS/Nossaman
- Karen Frick, UC Berkeley

In leading this effort, staff will be assisted by McKinsey & Company, an American worldwide management consulting firm that conducts **qualitative** and quantitative analysis to evaluate management decisions across public and private sectors. Considered one of the most prestigious management consultancies, McKinsey's clientele includes 80% of the world's largest corporations and an extensive list of governments and non-profit organizations. The work is divided into five main tasks:

Task 1--Study Kick-Off Meeting and Stakeholder Interviews: Staff will conduct a kick-off meeting with all major project stakeholders and consultant experts. The meeting will include a presentation of the approach, schedule, and expectations for the effort, as well as a presentation of the DTX project's current scope, schedule, and budget status. This meeting is tentatively scheduled for the week of March 18. In a separate effort, McKinsey & Company will conduct confidential interviews of all major project stakeholders and others to better understand their views, desired outcomes, overall existing conditions, and challenges and opportunities, including initial input of best practices for governance, oversight and project delivery.

Key Agency Stakeholders include the California High Speed Rail Authority, Caltrain, MTC, San Francisco Municipal Transportation Agency, San Francisco Controller's Office, and the TJPA. Additional Stakeholders include BART, Capital Corridor, San Francisco Planning, San Francisco Public Works, and SPUR.

Task 2--International/Domestic Rail Project Best Practices Review: As a starting point, the study participants will review and discuss summary case studies for five transportation megaprojects. A preliminary list of projects includes: London Crossrail Program, Gateway Project in New York/New Jersey, San Francisco Oakland Bay Bridge Program, California High Speed Rail Program, and Atocha-Chamartin High Speed Rail tunnel and station in Madrid.

Other projects may be added (and others deleted) at the recommendation of the expert panelists. In developing these case studies, the team will rely upon recent public audits conducted for these programs, input from national and international sources, major stakeholders and the consultant panel of experts. The focus will be on determining what worked or not in the areas subject of this study as well as lessons learned. The case studies will serve to inform subsequent workshops and recommendations.

Task 3--Project Delivery and Finance Strategy Review: Two expert-panel workshops will be held to address alternative financing and delivery strategies that have been effective in similar projects and circumstances, building upon the best practices and lessons learned from the case studies, as well as the experience of the expert panelists and other national and international experience. One sub-panel will focus on project delivery issues such as value engineering, right of way preservation and right of way impact minimization, utility relocations and most importantly, the exploration of contracting strategies and alternative delivery mechanisms that can most effectively deliver the DTX program. The second sub-panel will focus on financing strategies, opportunities for expanding the program's funding options, and exploring the necessary implementation requirements and procurement mechanisms for new financing strategies.

Task 4--Governance and Oversight Review: The team will review current TJPA governance and oversight composition, policies, and processes, and identify alternative structures and protocols to enhance or strengthen them as appropriate. Under this task, the panel will address alternative government structures, new organizational and governance structures, legislative authority, and oversight structures and approaches for TJPA based on best practices, lessons learned, and current TJPA strengths and opportunities, resulting in a set of recommendations.

Task 5--Testing the Recommendations and Final Report: Following a summary of all work derived from new research and the workshop summary minutes and recommendations, a “Testing the Recommendations” session will be scheduled with the participation of all expert panelists and major stakeholders. As the title implies, this session will allow panelist and stakeholder to discuss and test a narrowed set of findings and recommendations, inclusive of case study results for best practices and lessons learned, with proposed solutions and potential barriers to their implementation. Should this session reveal major points of disagreement, additional meetings with selected stakeholders and/or selected expert panelists will be scheduled.

Following the Testing the Recommendations session, a draft final report will be prepared, incorporating all findings and recommendations for presentation to the Transportation Authority Citizens Advisory Committee and Board, as well as the TJPA Citizens Advisory Committee and Board.

The Draft Final Report is anticipated for May 2019. The Final Report is planned for June 2019.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will be briefed on this item at its March 27, 2019 meeting.

SUPPLEMENTAL MATERIALS

None