



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, October 27, 2015; 11:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Wiener (Chair), Cohen (Vice Chair), Avalos, Breed, Campos, Christensen, Farrell, Kim, Mar, Tang and Yee

Clerk: Steve Stamos

	Page
1. Roll Call	
2. Chair's Report – INFORMATION	
3. Executive Director's Report – INFORMATION	
4. Approve the Minutes of the September 22, 2015 Meeting – ACTION*	5
 Items from the Finance Committee	
5. Authorize the Executive Director to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000 and to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION*	9
6. Award a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	15
7. Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	23
8. Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*	35

Items from the Plans and Programs Committee

9. Appoint Paul Chan to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – **ACTION*** 43
10. Allocate \$4,185,233 in Prop K funds, with Conditions, and Appropriate \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – **ACTION*** 51
11. Adopt San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program – **ACTION*** 65
12. Approve San Francisco’s Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – **ACTION*** 75
13. Adopt the Transportation Demand Management Partnership Project Final Report Factsheets – **ACTION*** 103

Items for Direct Board Consideration

14. Potential 2016 Transportation Revenue Measures Poll Results – **INFORMATION**

Other Items

15. Introduction of New Items – **INFORMATION**

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

16. Public Comment
17. Adjournment

* Additional materials

Please note that 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 Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

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.

In order to assist the Transportation Authority’s efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Transportation Authority 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.

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; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



This Page Intentionally Left Blank



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 22, 2015

1. Roll Call

Chair Wiener called the meeting to order at 11:09 a.m.

Present at Roll Call: Commissioners Avalos, Campos, Christensen, Cohen, Farrell, Tang, Wiener and Yee (8)

Absent at Roll Call: Commissioners Breed (entered during Item 2), Kim (entered during Item 3), and Mar (3)

2. Chair's Report – INFORMATION

Chair Wiener reported that a lot had happened in transportation both in San Francisco and in the region since the last Transportation Authority Board meeting in July. He said at the state level, there was hope that Governor Brown and the state legislature would produce significant new revenue for transportation maintenance and infrastructure improvements during the special legislative session. He said Assemblymembers Chiu and Mullin had strongly advocated for transportation to be included in investment proposals and that he also pressed for transit and safer streets investments at a hearing of the Select Committee on Transportation held in Oakland. He said that unfortunately the legislature was not able to secure the two-thirds votes needed to move a transportation focused revenue package forward. He added that the special session was subsequently extended and that he remained hopeful that a proposal could come out of the legislature to help the region with its serious transportation funding challenges.

Chair Wiener stated there were many positive milestones to celebrate here in San Francisco. He said that he recently toured the Central Subway project, which was one of the Prop K signature projects, which had made great progress on station construction and equipping the tunnel systems. He said he also celebrated the launch of the San Francisco Municipal Transportation Agency's (SFMTA's) E-Line historic trolley service with Commissioners Christensen and Kim, as well as Mayor Lee, Executive Director Tilly Chang, and many community members, including the Market Street Railway. He noted that the Transportation Authority provided \$19 million for this project over the years between the Prop B and K sales tax programs. Chair Wiener said other transportation related events in August included the initiation of SFMTA's Safer Market Street project, the addition of Muni Forward improvements, and the opening of BART's Civic Center bike station, all of which received support from Prop K sales tax funds. Chair Wiener thanked SFMTA for delivering long overdue improvements in District 8 along upper Market Street which made that corridor safer for everyone, and noted that more improvements were to come. He also commended BART on its smooth transbay closures that took place over two weekends, which allowed the agency to lay five miles of replacement track to ensure safe operations along that critical corridor.

Chair Wiener stated that this track replacement was just the beginning of the huge amount of maintenance and capital work that BART needed to do over the next decade. He said that after 40 years of providing reliable service, BART was essentially operating with that original 40 year-old system which was at times falling apart. He said BART needed massive investment and that the agency needed support from San Francisco to ensure that the system, which was part of the life blood of the region's economy and quality of life, could continue to meet the needs of a growing population. He noted that San Francisco was growing by ten thousand people per year and that the region was projected to grow by over two million people by 2040, which meant BART had to operate at a higher capacity and greater level of reliability. Chair Wiener said that he hoped next year San Francisco could join with its sister counties of Alameda and Contra Costa to pass a significant BART capital bond to rehabilitate and invest in the system's core. He said this bond would improve stations and begin the planning processes for a second transbay tube, which would not only benefit BART but high-speed rail as well, and would connect Caltrain with the capital corridor. He added that this bond would have to be large enough to actually meet BART's capital needs.

Chair Wiener said that given the tremendous demand on the region's transit systems, and in light of the region's recent growth, the city needed to plan proactively for rail and subway transit. He said as a result, earlier in the month he introduced legislation calling for the city to prepare a subway master plan, which would include the Transportation Authority as a participant in that process. He said the city should not repeat past mistakes, such as waiting several decades to plan for additional subway lines after the Market Street subway and BART was completed. He said as the city envisioned the next generation of rail investments, it needed to ensure successful delivery of the current major endeavors, such as the Transbay Terminal, Caltrain electrification, and the downtown extension of Caltrain and high-speed rail. He said he looked forward to bringing a preliminary report from the Metropolitan Transportation Commission (MTC) to the Transportation Authority Board within the next couple months regarding a cost review of the Transbay Transit Center project. Chair Wiener said he also wanted to note that the week prior Assemblymembers Levine and Ting introduced Assembly Bill 24, which would dissolve MTC and replace it with a directly elected body. He said he did not believe this was a good direction for regional transportation planning in the Bay Area, and that he looked forward to having a dialogue with the bill's authors. He said that the bill would come to the Transportation Authority through the normal board process and that as the region moved forward with its transportation needs it was important to come up with real solutions without taking major steps backwards, which is what this bill would do.

There was no public comment.

3. Executive Director's Report – INFORMATION

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

There was no public comment.

4. Approve the Minutes of the July 28, 2015 Meeting – ACTION

There was no public comment.

The Minutes were approved by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

Items from the Finance Committee

5. **Adopt Positions on State Legislation – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

6. **Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

Items from the Plans and Programs Committee

7. **Appoint Cyndi Bakir, Joanna Fong, Peter Gallotta, Benjamin Horne, and Jolsna John to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

8. **Allocate \$9,878,876 in Prop K funds, with Conditions, and Appropriate \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Commissioner Christensen moved to amend the item to defer the San Francisco Municipal Transportation Agency's (SFMTA's) Kearny Street Multimodal Implementation Plan [NTIP Planning] request to allow additional time for staff to work with her and SFMTA to revise the scope, seconded by Commissioner Tang.

There was no public comment.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Tang, Wiener and Yee (10)

Absent: Commissioner Mar (1)

Other Items

9. Introduction of New Items – INFORMATION

There was no public comment.

10. Public Comment

During public comment, Andrew Yip spoke about an upcoming vote.

11. Adjournment

The meeting was adjourned at 11:30 p.m.



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE COOPERATIVE AGREEMENT NO. 04-2582 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE I-280 INTERCHANGE MODIFICATIONS AT BALBOA PARK IN A TOTAL AMOUNT NOT TO EXCEED \$150,000 AND TO NEGOTIATE AGREEMENT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, In June 2014, through Resolution 14-86, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report; and

WHEREAS, This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280; and

WHEREAS, The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project; and

WHEREAS, In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans; and

WHEREAS, Cooperative Agreement No. 04-2582 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project; and

WHEREAS, The Transportation Authority is responsible for all project costs, including preparation of the Project Study Report/Project Report (PSR/PR) and environmental



documentation, and reimbursement to Caltrans for review and approval of the PSR/PR; and

WHEREAS, Budget for services identified in this agreement will be provided by Prop K sales tax funds appropriated through Resolution 15-41 and were included in the Transportation Authority's adopted Fiscal Year 2015/16 budget; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered and adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute Cooperative Agreement No. 04-2582 with Caltrans for the I-280 Interchange Modifications at Balboa Park in a total amount not to exceed \$150,000; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract 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 on 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: 10.13.15 **RE:** Finance Committee
October 20, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Executing Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and Authorizing the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

BACKGROUND

In June 2014, through Resolution 14-86, the Transportation Authority Board unanimously approved the Balboa Park Station Area Circulation Study Final Report. This study identified a recommended alternative involving three project elements aimed at re-configuring the I-280 Geneva and Ocean Avenue freeway ramps within the next ten years to reduce the negative impacts on the local community resulting from automobiles accessing the regional road network; enhance safety, accessibility, and convenience for pedestrians and bicyclists; support efficient, reliable bus and light rail operations; and minimize impacts to traffic going to or coming from I-280. California Department of Transportation (Caltrans) approval is required for implementation of any modifications to the interchange.

This phase of work will advance design of the southbound I-280 off-ramp to Ocean Avenue realignment to the 30% level; produce the Project Study Report/Project Report (PSR/PR) documentation for the southbound I-280 off-ramp to Ocean Avenue, required by Caltrans for projects that affect highways within its jurisdiction; and prepare required Environmental Documentation (California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)) and updated capital costs for the southbound I-280 off-ramp to Ocean Avenue. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41. Our initial schedule anticipates completion of the project development phase, including environmental review and a signed PSR/PR by all parties, by July 2016.

DISCUSSION

The purpose of this memorandum is to recommend the execution of a cooperative agreement with Caltrans for the project development phase of the Southbound I-280 Off-Ramp to Ocean Avenue Realignment Project, part of the I-280 interchange modifications at Balboa Park.

On May 15, 2015, Caltrans determined that there was significant justification to recognize the Transportation Authority as the lead agency under CEQA. Caltrans will be NEPA lead agency. On July 20, 2015, Caltrans approved our request to prepare a combined PSR/PR as the required Project Initiation Document (PID), a major step in expediting the project approval process.

Cooperative Agreement No. 04-2582 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. Caltrans responsibilities include review and approval of the PSR/PR prepared by the Transportation Authority, provision of relevant Caltrans proprietary data and maps for the project area to the Transportation Authority, participation in project development team meetings, and provision of independent quality insurance of the work performed by the Transportation Authority and its consultants. In addition, Caltrans will perform quality control/quality assurance program process reviews for environmental documentation. The culmination of this phase of work will be approved environmental clearance under both CEQA and NEPA, and Caltrans project approval allowing the project to proceed to final design and implementation, anticipated to be completed in July 2016.

The Transportation Authority is responsible for all project costs, including preparation of the PSR/PR and environmental documentation, and reimbursement to Caltrans. Caltrans staff have reviewed the project description and evaluated the expected level of effort. The cooperative agreement includes a reimbursement amount not to exceed \$150,000.

ALTERNATIVES

1. Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, as requested.
2. Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Budget for services identified in this agreement will be provided by funds from Prop K sales tax funds appropriated through Resolution 15-41 and were included in the Transportation Authority's adopted Fiscal Year 2015/16 budget.

RECOMMENDATION

Recommend executing Cooperative Agreement No. 04-2582 with Caltrans for the I-280 interchange modifications at Balboa Park in a total amount not to exceed \$150,000, and authorizing the Executive Director to negotiate agreement payment terms and non-material agreement terms and conditions.



This Page Intentionally Left Blank

RESOLUTION AWARDING A THREE-YEAR CONSULTANT CONTRACT, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO SMITH, WATTS AND HARTMANN IN AN AMOUNT NOT TO EXCEED \$135,000 FOR STATE LEGISLATIVE ADVOCACY SERVICES, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority contracts with City and County of San Francisco departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff; and

WHEREAS, The Transportation Authority is seeking a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs; and

WHEREAS, The Transportation Authority uses these services to take positions on bills affecting its role as administrator of local transportation sales tax funds, as the Congestion Management Agency for San Francisco, as the San Francisco Program Manager for the Transportation Fund for Clean Air Program, as the administrator of Prop AA vehicle registration fee and as the Treasure Island Mobility Management Agency; and

WHEREAS, The Transportation Authority's current contract with Smith, Watts, and Hartmann for state legislative analysis and advocacy services is in its fifth year and will expire on October 31, 2015; and



WHEREAS, The Transportation Authority's policy is to competitively re-bid professional services contracts after five years; and

WHEREAS, On August 12, 2015, the Transportation Authority issued a Request for Proposals (RFP 15/16-01) for state legislative and advocacy services; and

WHEREAS, By the due date of September 14, 2015, we received one proposal in response to the RFP; and

WHEREAS, The review panel, consisting of Transportation Authority staff, reviewed the proposal based on the qualifications and other criteria detailed in the RFP; and

WHEREAS, Based on the selection panel's evaluation of the proposal, the panel recommended award of the contract to the firm of Smith, Watts and Hartmann; and

WHEREAS, The contract will be for a three-year term, with options to renew for two additional one-year terms at the Transportation Authority's discretion, based on satisfactory performance and annual negotiation of costs; and

WHEREAS, A portion of the first year's activity was included in the Transportation Authority's adopted Fiscal Year 2015/16 budget, and sufficient funds will be included in future budgets to cover the cost of this contract; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann in an amount not to exceed \$135,000 for state legislative advocacy services; and be it further

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

RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract 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: 10.13.15 **RE:** Finance Committee
October 20, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Awarding a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

BACKGROUND

The Transportation Authority contracts with City and County of San Francisco (City) departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify the use of in-house staff. The Transportation Authority is seeking a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for advancing legislative initiatives beneficial to the Transportation Authority and its programs. The Transportation Authority uses these services to take positions on bills affecting its role as administrator of local transportation sales tax funds, as the Congestion Management Agency for San Francisco, as the San Francisco Program Manager for the Transportation Fund for Clean Air Program, as the administrator of Prop AA vehicle registration fee and as the Treasure Island Mobility Management Agency.

The Transportation Authority's current contract with Smith, Watts, and Hartmann for state legislative analysis and advocacy services is in its fifth year and will expire on October 31, 2015. The Transportation Authority's policy is to competitively re-bid professional services contracts after five

years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of the advocacy services contract to Smith, Watts, and Hartmann.

This consultant is expected to provide the Transportation Authority effective representation and advocacy on all state surface transportation, congestion management, transportation funding, infrastructure finance and delivery, transportation-related land use, climate change and clean air initiatives before the Legislature, state agencies and related interest groups.

The consultant will perform the following tasks:

- Provide advice, counsel and assistance to the Transportation Authority on all state legislative issues involving transportation policy, transportation funding, infrastructure finance and delivery, congestion management, transportation-related land use, climate change and clear air issues;
- Monitor pending legislation and advise the Transportation Authority of the status and impact of legislation affecting the Transportation Authority and/or its programs;
- Assist the Transportation Authority in developing an annual overall state transportation legislative/appropriations strategy, in coordination with other City and regional transportation agencies;
- Act as liaison, as needed and requested by the Executive Director, to the Senate and Assembly Transportation Committees of the Legislature, as well as to the California Department of Transportation, the California Air Resources Board and the California Transportation Commission;
- Suggest, develop and help implement legislation which supports the Transportation Authority's goals and objectives;
- Coordinate legislative initiatives with the Metropolitan Transportation Commission and other self-help counties in the region and the state;
- Coordinate legislative initiatives with the City's Sacramento legislative advocate, to ensure synergy and avoid duplication of efforts on issues on which both City and Transportation Authority may choose to take positions;
- Provide timely responses to legislative requests for testimony or information on Transportation Authority initiatives or bills affecting the Transportation Authority;
- Represent the Transportation Authority's interests before the legislature or in individual meetings with legislators and staff, as directed;
- Assist the Transportation Authority in developing an annual overall state transportation legislative and appropriations strategy, in coordination with other city and regional transportation agencies;
- Provide other legislative services as needed.

Written reports will be required, as follows:

- Monthly progress/cost reports on pending legislation and specific legislative activities performed by category, staff assignment, and hours worked;
- Presentations to the Citizens Advisory Committee, Finance Committee and/or Board, upon request;
- Memoranda on specific issues as requested by the Executive Director or the Chief Deputy Director;
- Updates on bills monitored by the Transportation Authority during legislative sessions; and
- Draft report advising the development of the Annual State Legislative Program.

On August 12, 2015, the Transportation Authority issued a Request for Proposals (RFP 15/16-01) for state legislative and advocacy services. By the due date of September 14, 2015, we received one proposal in response to the RFP. The review panel, consisting of Transportation Authority staff, reviewed the proposal based on the qualifications and other criteria detailed in the RFP. Based on the selection panel's evaluation of the proposal, the panel recommended award of the contract to the firm of Smith, Watts & Hartmann. The contract will be for a three-year term, with options to renew for two additional one-year terms at the Transportation Authority's discretion, based on satisfactory performance and annual negotiation of costs.

For this contract, we have established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 10%, accepting certifications by the Transportation Authority, the City, the California Department of General Services, or the California Unified Certification Program. We took steps to encourage participation from DBEs, LBEs and SBEs, including distributing the RFP to the Transportation Authority's mailing list, DBEs, LBEs, SBEs, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils. We also advertised the RFP in seven newspapers: Nichi Bei Weekly, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, Sacramento Bee, Small Business Exchange, and the Western Edition. Smith, Watts and Hartmann is a certified SBE and has pledged a total SBE utilization of 100% for the proposed contract.

ALTERNATIVES

1. Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The total cost of the contract will not exceed \$135,000 for the initial three years. A portion of the first year's activity was included in the Transportation Authority's adopted Fiscal Year 2015/16 budget. Sufficient funds will be included in future budgets to cover the cost of this contract.

RECOMMENDATION

Recommend awarding a three-year consultant contract, with an option to extend for two additional one-year periods, to Smith, Watts and Hartmann, in an amount not to exceed \$135,000 for state legislative advocacy services, and authorizing the Executive Director to negotiate contract payment terms and non-material contract terms and conditions.



This Page Intentionally Left Blank

RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH AECOM TECHNICAL SERVICES, INC. BY \$1,000,000, TO A TOTAL AMOUNT NOT TO EXCEED \$16,935,000 TO COMPLETE DESIGN SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

WHEREAS, The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, 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 (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB; and

WHEREAS, In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000; and

WHEREAS, In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities; and

WHEREAS, In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and



design; and

WHEREAS, The project is currently in the construction phase approximately 70% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope; and

WHEREAS, The contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by the California Department of Transportation in November 2015; and

WHEREAS, This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds, and if approved, will be included in the Transportation Authority's mid-year budget amendment.; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 for design support services; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract 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: 10.13.15 **RE:** Finance Committee
October 20, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Increasing the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California

Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, 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 (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345.50 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

DISCUSSION

The purpose of this memorandum is to recommend increasing the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) by \$1,000,000 to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In October 2009, through Resolution 10-21, the Transportation Authority authorized the execution of Caltrans Cooperative Agreements to allow for reimbursement of Caltrans estimated capital and support costs by temporarily shifting funds from the AECOM professional services contract line item and thereby reduced the AECOM contract by \$1,465,000 to a not to exceed amount of \$6,735,000. In June 2010, through Resolution 10-72, the Transportation Authority approved increasing the consultant contract by \$9,200,000 for an amount not to exceed \$15,935,000 to complete preliminary engineering and design.

The project is currently in the construction phase approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 10% DBE participation from six sub-consultants: Asian Pacific-owned firms, AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm, Apex Civil Engineering; Hispanic-owned firm, Cadre Design Group, Inc.; and women-owned firm, Haygood and Associates Landscape Architects. AGS, Inc. and CHS Consulting Group are also based in San Francisco.

Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities.

ALTERNATIVES

1. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HBP) and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation included in the construction phase budget for the project, approved through Resolution 14-37. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI

Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1: Appendix A
Services to be provided by Contractor
I-80/Yerba Buena Island Westbound Ramps Project
Tasks Required for Design Support During Construction (Amendment I)

This Summary of Tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe the remaining effort required to prepare the required final construction contract advertisement documentation including preparation of bid ready final Plans, Specifications, and Estimates (PS&E) and associated Right of Way documentation for the I-80/Yerba Buena Island Westbound Ramps Project.

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. This Amendment I covers unforeseen design support during construction activities including additional tree surveys for birds, weekly Caltrans OSD review support, CCSF/TIDA coordination, and substantially more RFIs/CCOs due to differing site and as-built conditions, changes by Caltrans and contractor methods.

The following tasks represent the work required to provide continued and additional Design Support During Construction during the Construction Phase of this project, and the development and design of the projects landscape plan:

Task 301.0 Project Management, QA/QC

Project Management activities will continue to the completion of the project and include coordination with SFCTA and the Construction Management team on a regular basis to ensure the design intent is understood and issues and decisions relating to historical decisions are maintained.

Agency and Adjacent Project Coordination:

Continuous coordination with Federal, State, and Local agencies is required to ensure requirements of all are met. Coordination with the multiple projects that comprise the SFOBB East Span Seismic Safety Project is a fundamental responsibility of this project. There will be design and construction overlap with the YBITS1, YBITS2 and YBI Westside Viaducts projects. Also, the Treasure Island Yerba Buena Island Redevelopment project will tie directly into this project. Coordination includes traffic circulation, construction staging, access, bicycle/pedestrian, etc

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 302.0 Roadway/General Design Support During Construction

The Roadway/Civil and General design support includes all work related to the roadway design, drainage, utilities, electrical, lighting, construction traffic control and staging, and building relocation site work. This work is a key component of the overall project and critical path schedule. Many of these elements have milestone dates and liquidated damages associated with the work and it is important that any requests for information (RFI's) related to the design are addressed quickly and any contract change orders (CCO's) are developed and issued in time so as not to delay the project. Additionally these tasks include addressing final comments from the Construction Management (CM) Team on the Ready To List (RTL) PS&E package, and providing advertisement support to SFCTA and the CM Team.

Task 302.03 Meetings - Weekly Coordination and Other Various Coordination Meetings

The design team will attend meetings to support the construction phase as necessary. It was assumed the design team's involvement in weekly coordination meetings be more frequent in the early part of the project (first six months) and taper off as the construction progresses. Complexity of the construction and heavy Caltrans oversight has required weekly design team involvement beyond the six months. The design team will continue attending weekly meetings for an additional six (6) months and taper off to bi-weekly and then bi-monthly construction meetings. The construction coordination meetings will be on Yerba Buena Island at CM team office. Additionally, the design team will attend meetings with TIDA redevelopment, Caltrans, and CCSF SFPUC as necessary to support the project.

Deliverables: Meeting Notes, Action Item Responses

Task 302.04 Construction Support - RFI responses and CCO preparation

The design team will continue to respond to RFI's passed on from the CM team related to roadway and civil design elements. The design team will provide an initial response within 24 hours of receiving the RFI. RFI response documentation could include email response, technical memorandum response, hand sketches, calculation backup, or CAD drawings. When necessary a CCO plan or specification will be prepared. For this scope of work it is assumed there will be an additional five (5) CCO's beyond the original five (5) CCO's related to the roadway design, construction traffic control and staging, utilities, electrical or drainage elements.

Deliverables: RFI Response Documentation, CCO Plan/Specifications

Task 302.06 Building Relocation/Section 106 Oversight and Reviews

During the construction phase of the project the design team will provide technical oversight to the CM team on all historical elements (Officers Historic District buildings) and the relocation of historic Quarters 10/Building 267. With this amendment this work include any revalidation work related to the historic resources. This will include reviewing all submittals related to the relocation and rehabilitation of the historic buildings, providing comments and suggestions. The design team will be on site to provide general oversight during the building relocation in coordination with the CM team. It is assumed the CM team will provide inspection of the building relocation. The design team will provide oversight on the preservation of the buildings in the Officers Historic District in the form of reviewing photo documentation, observing monitoring instrumentation installation, reviewing monitoring status reports, and reviewing and commenting on protection plans. The design team in this oversight role will be available to review/inspect any damage to the historic structures and providing comments and repair suggestions to the CM team and SFCTA.

Deliverables: Submittal Comments, Technical Memorandums

Task 302.07 Building Relocation Site Construction Support

The design team will provide support to the CM team related to the building site plans and construction. The building site includes the relocated Q10/B267, new Restrooms, and general site improvements. The design team will address RFI's related to the buildings and prepare any necessary CCO plan/specifications. It is assumed there will be an additional three (3) CCO's beyond the original three (3) CCO's related to the building site will be prepared. The design team will review required submittals related to design intent (materials, colors, styles, structural), and provide comments. It is assumed the CM team will review submittals related to construction methods, provide all inspection, including special inspections. The design team will review all submittals related to the historic buildings Q10/B267.

Deliverables: Revised Plans, Submittal Comments, RFI Responses, CCO preparations

Task 302.08 Environmental Resources Support

The design team will provide pre-construction biological resource support in the form of pre-construction bird surveys, and limited support as necessary during construction related to bird issues. The design team will complete two preconstruction bird surveys, one in late August, and a second two weeks prior to construction start. The bird surveys include biologist's field surveys of the project site and trees identified for removal and technical memorandum summarizing the findings and adherence to the final Environmental Document requirements. The second bird survey will include a bat survey of the trees and buildings. Bird surveys are multiple day field reviews and monitoring. The bat survey will include both visual field reviews and an acoustical night time bird survey.

The design team will provide as needed archeological and paleontological monitoring and oversight. An archeological monitoring plan will be developed for work near the archeological site previously excavated by Caltrans. During excavation for the two foundations near this site the design team's archeological lead will be on site to monitor excavation. For this scope the design team will have a paleontologist on retainer for any potential response needs. It is assumed that no paleontological issues will be discovered during construction.

Deliverables: Technical Memorandums, Archeological Monitoring Plan, Meeting Notes

Task 303.0 Structures Design Support During Construction

The complex nature of this project and involvement of Caltrans oversight has created significant RFI's and changes to the design, beyond the original anticipated level of Design Support During Construction. The design team recognizes this is a complex project and requires significant design support in order to ensure all questions from each party are addressed and the project can be constructed in a quality manner.

Task 303.02 Structures A, C & D Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure C and D will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will review and prepare CCO plan and specification changes as necessary. It is assumed there will be an additional ten (10) CCO's beyond the original five (5) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.03 Structures A, C & D Meetings

The design team structural engineer responsible for structures A, C, and D will attend weekly meetings in-person with Caltrans Structures Design Oversight until all Caltrans OSD submittals are approved. The design team structural engineer will then be available to attend meetings on an as-needed basis.

Deliverables: Action Item Responses, Meeting Notes

Task 303.06 Structures B & E Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated, in particular on structures B&E the use of GFRC panels has resulted in substantial RFI responses. The design team recognizes this is a complex project and requires significant design support during construction.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure B, and E will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will continue to respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will prepare CCO plan and specification changes as necessary. It is assumed an additional ten (10) CCO's beyond the original four (4) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.07 Structures B & E Meetings

The design team lead structural engineer will attend select meetings and conference calls as necessary. These will include the GFRC presentation, up to 2 additional in person meetings, and teleconferences with Caltrans as necessary. The lead structures engineer is available to attend weekly meetings as necessary via teleconference.

Deliverables: Action Item Responses, Meeting Notes

Task 304.0 YBI Ramps Landscape Plan and Specifications

The scope and administration of an accompanying landscape plan for this project has been discussed but details have not been finalized with Caltrans on the development and construction of landscaping. AECOM supported by Haygood and Associates will initiate the development of a landscape concept plan, consulting with TIDA and Caltrans on current plan concepts on the Island. The plan will be developed within the framework of the SHPO MOA requirements for the Historic Landscape Plan. Once the concept plan is agreed to final PS&E will be developed for the landscape plans, planting and irrigation plans..

Task 303.02 YBI Landscape Plans and Specifications

The development of the landscape plan concept and PS&E general scope of services includes preparation of PS&E landscape documents for submittals at 35%, 65%, 95%, 100%, final and ready to list. Also included are bid support services, construction support services, inspections at completion of plant establishment period and preparation of as-builts. Haygood and Associates will review available Caltrans, TIDA and historic landscape reports to develop a conceptual landscape plan within the YBI Ramps project area. This conceptual plan will be presented and discussed at a meeting with representative agencies. The conceptual plan will be a rendered color diagram exhibit. The plan will include requirements of the SHPO MOA, concepts for planters at Clipper Cove, and under and around the new YBI Ramps. No landscape plans will be developed for detour road areas. Upon agreement of the general concept, 65%, 90%, and final PS&E plans including landscape plans, planting plans, irrigation plans and full special project specifications will be completed for advertisement within YBITS3 or CCO into the current construction contract. Haygood will provide limited inspection, and design support services during implementation of the landscape plan.

RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH PARSONS BRINCKERHOFF, INC. BY \$1,350,000, TO A TOTAL AMOUNT NOT TO EXCEED \$7,650,000 TO COMPLETE CONSTRUCTION SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

WHEREAS, The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, 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 (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB; and

WHEREAS, In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing; and

WHEREAS, The project is currently in the construction phase approximately 70% complete and progressing satisfactorily; however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope; and

WHEREAS, The contract amendment is contingent on the approval of the shifting of



previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by the California Department of Transportation in November 2015; and

WHEREAS, This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds, and if approved, will be included in the Transportation Authority's mid-year budget amendment.; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with Parsons Brinckerhoff by \$1,350,000, to a total amount not to exceed \$7,650,000 for construction support services; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract 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: 10.13.15 **RE:** Finance Committee
October 20, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Increasing the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000 to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily; however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, 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 (SFOBB); and 2) seismic

retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency, was approved in December 2011. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

DISCUSSION

The purpose of this memorandum is to recommend increasing the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB) by \$1,350,000, to a total amount not to exceed \$7,650,000, to complete construction management support services for the I-80/YBI Ramps Improvement Project.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase, approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained 15% DBE participation from two sub-consultants: African-American-owned and San Francisco-based firm, Transamerican Engineers & Associates; and Hispanic-owned firm, Garcia and Associates.

Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement

for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities.

ALTERNATIVES

1. Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously recommended a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HBP) and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend increasing the amount of the professional services contract with PB by \$1,350,000, to a total amount not to exceed \$7,650,000 to complete construction support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1: Appendix A
Services to be Provided by Contractor

I. Description of Services

Contractor shall provide the necessary full construction management services for the I-80/YBI Ramps Project in San Francisco, California. The construction management contract for the YBI Ramps Project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services.

The construction management (CM) services required will include:

TASK1-PRE-CONSTRUCTION SERVICES (COMPLETED)

- Perform constructability / biddability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Authority in selecting a the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Review and comment on the Transportation Authority's construction contract administration procedures and policies.

TASK 2 - CONSTRUCTION PHASE SERVICES (ONGOING)

- Perform all necessary construction administration functions as required by the Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Programs Manual including:
 - o Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
 - o Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
 - o Prepare daily inspection reports documenting observed construction activities.
 - o Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Authority, Caltrans oversight, U.S. Coast Guard, TIDA, the City and other interested parties. Prepare and distribute minutes of all meetings.
 - o Take photographs and videotape recordings of pre-construction field conditions,

- o during construction progress, and post construction conditions.
 - o Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Authority Project Manager.
 - o Monitor project budget, purchases and payment.
 - o Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
 - o Prepare quarterly project status newsletters and issue press releases for project milestones. Provide one groundbreaking ceremony and one ribbon cutting ceremony.
- Establish and process project control documents including:
 - o Daily inspection diaries
 - o Weekly progress reports
 - o Monthly construction payments
 - o Requests for Information (RFI)
 - o Material certifications
 - o Material Submittals
 - o Weekly Statement of Working Days
 - o Construction Change Orders
 - o State Compliance Monitoring Unit to review contractor certified payrolls
- Review of construction schedule updates:
 - o Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans review activities.
- Review contractor's falsework and shoring submittals.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, US Coast Guard, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information.
- Provide additional CM Services per Amendment No. 1: (ADDITIONAL SERVICES)

- Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove.
- Provide time lapse photography and web-based photography management system.
- Provide 3.5 months additional CM Services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.
- Provide expedited submittal reviews required to mitigate project delays caused by nesting birds.
- Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
- Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints.
- Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with SFPUC Water and Power.
- Provide coordination and CM Services related to construction staging changes requested by United States Coast Guard and Caltrans.

TASK 3 - POST-CONSTRUCTION SERVICES

- Perform Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid items, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
 - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
 - Turn all required construction documents over to Authority and Caltrans for archiving.

RESOLUTION APPOINTING PAUL CHAN TO THE GEARY CORRIDOR BUS RAPID
TRANSIT CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, In May 2007, through Resolution 07-64, the San Francisco County Transportation Authority (Transportation Authority) approved the Geary Corridor Bus Rapid Transit (BRT) Study and appropriated Prop K funding for the environmental phase of the project; and

WHEREAS, In February 2008, through Resolution 08-56, and in October 2013, through Resolution 14-27, the Transportation Authority Board respectively established and then expanded the structure for the Geary Corridor BRT Citizens Advisory Committee (GCAC), representing interests along the corridor as well as broader, citywide interests related to the project, to advise the Transportation Authority throughout the environmental analysis; and

WHEREAS, There is currently one vacancy on the GCAC for a representative of at-large interests; and

WHEREAS, At its October 20, 2015 meeting, after review and consideration of all applicants' qualifications and experience, the Plans and Programs Committee unanimously recommended the appointment of Paul Chan to serve on the GCAC for a two-year term; now, therefore, be it

RESOLVED, That the Transportation Authority hereby appoints Paul Chan to serve on the GCAC 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: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee, and Weiner (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of at-large interests. The vacancy is due to the term expiration of Paul Chan, who is seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 26 candidates. Any applicant may be appointed to fill an at-large seat. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

BACKGROUND

Geary Corridor Bus Rapid Transit (BRT) is one of the signature projects included in the Prop K Expenditure Plan. The Transportation Authority is currently leading environmental analysis for Geary Corridor BRT, in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The environmental analysis will identify the benefits and impacts of BRT alternatives, a preferred alternative, and strategies to mitigate any environmental impacts. Engineering work for this phase entails preparation of designs for project alternatives as needed to clarify potential impacts and support identification of a preferred alternative, as well as development of design solutions for complex sections of the corridor. Because of the detailed nature and significance of the study, the Geary Corridor BRT Citizens Advisory Committee (GCAC) is distinct from the Transportation Authority Citizens Advisory Committee (CAC).

Role of the GCAC: The role of the GCAC is to advise Transportation Authority staff throughout the environmental analysis of the Geary BRT project by providing input representative of varying interests along the corridor, as well as broader, citywide interests related to the project. The GCAC currently meets approximately bi-monthly. Specifically, the GCAC members have and will continue to:

- Advise on the study scoping to identify the alternatives for analysis;

- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;
- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term.

DISCUSSION

The purpose of this memorandum is to present the applications received for the GCAC and to seek a recommendation to appoint one member to the GCAC for a two-year term. The vacant seat on the GCAC is for one at-large seat (any applicant may be appointed to an at-large seat) and is due to the term expiration of Paul Chan, who is seeking reappointment. The current GCAC membership and structure are shown in the table below:

Geographic Representation	Seats on GCAC	Term Expires	Member(s)
Richmond	3	Apr 2016 Feb 2017 Sept 2017	J. Foerster A.P. Miller J. Fong
Japantown/Fillmore	3	Jan 2016 Mar 2016 Sep 2017	R. Hashimoto A. Spires B. Horne
Tenderloin/Downtown	2	July 2017 Sep 2017	K. Stull P. Gallotta
At-Large	5	Oct 2015 Apr 2016 Dec 2016 Sep 2017 Sep 2017	P. Chan (<i>expiring term</i>) M.H. Brown W. Parsons C. Bakir J. John

Recruitment: We solicited GCAC applications in January 2015 and June 2015 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor. Applications are also accepted on a rolling basis on the Transportation Authority's website.

Applicant Pool: We have received applications from 26 candidates, including the one member seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information

about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the October 20, 2015 Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

ALTERNATIVES

1. Recommend appointment of one member to the GCAC.
2. Defer action, pending additional information or further staff analysis.

CAC POSITION

None. The CAC does not make recommendations on other CACs or appointments to those committees.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of one member to the GCAC.

Attachments (2):

1. Geary BRT CAC Members
2. Geary BRT CAC Applicants

Enclosure:

1. Applications

Attachment 1. Geary BRT Citizens Advisory Committee Members, October 2015

Term Expiration	Name	Corridor Relationship / Interest / Affiliation					Residence		Work		Self-Identified:				
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats)															
Apr. 2016	Jonathan Foerster	x			x					1	Richmond			M	
Feb. 2017	Angela Paige Miller	x	x		x	x		Pedestrian, bicycling advocate	1	Inner Richmond		Stanford	F	Caucasian	
Sep. 2017	Joanna Fong	x		x					1	Richmond			F	Chinese	
Japantown/Fillmore (3 seats)															
Jan. 2016	Richard Hashimoto	part-time	x		x			Japantown Merchants Association	n/a	Vallejo, CA (part-time in W. Addition)	5	Japantown	M	Japanese American	
Mar. 2016	Austin Spires	x		x					5	Fillmore	6	SOMA	M		
Sep. 2017	Benjamin Horne	x	x		x				5	Lower Pac Heights/Upper Fillmore	3	Union Square/Lower Pac Heights	M		
Tenderloin/Downtown (2 seats)															
Jul. 2017	Kevin Stull	x		x		x		Central City SRO Collaborative; Pedestrian Safety Advisory Committee	6	Tenderloin	6	Tenderloin	M	Caucasian	
Sep. 2017	Peter Gallotta	x		x		x		IGBT	6	Tenderloin	6	Civic Center	M		
At-Large (5 seats, 1 vacancy)															
Oct. 2015	Paul Chan	x	x		x				1	Richmond	1	Richmond	M		
Apr. 2016	Margie Hom Brown	x			x		x	Chinese speakers	1	Richmond			F	Chinese	
Dec. 2016	Winston Parsons	x			x		x	Pedestrian and bicycle advocate	2	Inner Richmond/Jordan Park	6	SOMA	M		
Sep. 2017	Cyndi Bakir	x		x		x		Pedestrian and bicycling advocate	1	Inner Richmond	1	Richmond	F	Euro-American	

Term Expiration	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Sep. 2017	Jolsna M John	x			x				Pedestrian advocate	2	Lower Pac Heights			F	South Asian

Note: Shading denotes members with current term expirations.

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, October 2015

Applicant Status	Name	Corridor Relationship / Interest / Affiliation				Residence		Work		Self-Identified:						
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity	
Richmond (3 seats, 0 vacancies)																
Applicant	Matthew Alvarez	x				x					1	Inner Richmond	3	Financial District	M	Latino
Applicant	Jamie Choy	x							Pedestrian advocate		2	Sea Cliff/Outer Richmond	n/a	Oakland	M	Chinese-Caucasian
Applicant	Sascha Cohen	x				x			Bicycling and pedestrian advocate		1	Inner Richmond	5	Inner Sunset		
Applicant	Gilbert Dair	x						x			1	Richmond	9	Mission		
Applicant	Emily Grimm	x				x		x	Pedestrian advocate		1	Outer Richmond	6	Financial District	F	Caucasian
Applicant	Rene Hinojosa	x									1	Richmond	3	Financial District	M	Latino
Applicant	Patrick Kennedy	x									1	Inner Richmond	3	Russian Hill	M	Caucasian
Applicant	Sanford Kingsley	x									2	Richmond	1	Richmond	M	Caucasian
Applicant	Kate Lazarus	x				x					1	Richmond	3	Jackson Square	F	Caucasian
Applicant	David Lee	x				x		x			1	Richmond	1	Richmond	M	Chinese
Applicant	Dylan MacDonald	x									1	Inner Richmond	6	SOMA		
Applicant	Suzie Moy	x						x			1	Richmond			F	Asian
Applicant	Alexei Nikolaeff-Svensson	x				x			Bicycling advocate		1	Inner Richmond	1	Inner Richmond		
Applicant	Daniel Sisson	x				x			SF Transit Riders Union		1	Inner Richmond	3	Financial District	M	Mixed
Applicant	Victoria Stephens	x						x			1	Lower Richmond			F	Caucasian
Applicant	Ventsislav Stoichev	x									1	Central Richmond	3	Financial District		
Applicant	Joe Strella	x				x			Pedestrian advocate		1	Inner Richmond	n/a	San Bruno	M	

Applicant Status	Name	Corridor Relationship / Interest / Affiliation						Residence		Work		Self-Identified:			
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Applicant	Mark Valentine	x	x		x	x			Pedestrian advocate	1	Richmond	1	Richmond		
Applicant	Kevin Watkins	x	x		x				Bicycling advocate	1	Inner Richmond		SOMA	M	Caucasian
Applicant	Oleg Zhoglo	x	x		x	x				1	Outer Richmond	6	SOMA	M	
Japantown/Fillmore (3 seats, 0 vacancies)															
Applicant	Lotus Yee Fong	x	x		x	x	x		Pedestrian advocate	5	Western Addition			F	Asian
Applicant	Alan Kita	x	x	x	x					5	Western Addition	5	Western Addition	M	Asian American
Applicant	William Newsom	x	x		x	x			Bicycling advocate	5	Western Addition	3	Financial District	M	
Tenderloin/Downtown (2 seats, 0 vacancies)															
No applicants.															
At-Large (5 seats, 1 vacancy)															
Member, seeking reappointment	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Applicant	Elliott Talbot				x					2	Marina	3	Financial District		
Applicant	Jeffrey Wood	x	x			x				8	Noe Valley	8	Noe Valley	M	

Note: Applicants eligible for neighborhood-based seats listed above are also eligible for At-Large seats.

RESOLUTION ALLOCATING \$4,185,233 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$54,225 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received six Prop K requests totaling \$4,239,458, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Visitacion Valley Watershed, Street Resurfacing, Rehabilitation, and Maintenance, Bicycle Circulation/Safety, Transportation Demand Management/Parking Management, and Transportation/ Land Use Coordination; and

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

WHEREAS, Five of the six requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, San Francisco Public Works' request for the Ingalls Street and Industrial Street Pavement Renovation project requires amendment of the Street Resurfacing, Rehabilitation and Maintenance 5YPP as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,185,233 in Prop K funds, with conditions, for five projects and appropriating \$54,225 in Prop K funds for one project; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2015/16 budget to cover the proposed actions; and



WHEREAS, The Citizens Advisory Committee was briefed on the requests on September 2, 2015 (Kearny Street Multimodal Implementation Plan [NTIP Planning]) and September 30, 2015, and unanimously adopted motions of support for the staff recommendations; and

WHEREAS, The Plans and Programs Committee reviewed the requests on September 15, 2015 (Kearny Street Multimodal Implementation Plan [NTIP Planning]) and October 20, 2015, and unanimously recommended approval of the staff recommendations; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Kearny Street Multimodal Implementation Plan [NTIP Planning] request was first presented to the Transportation Authority Board at its September 22, 2015 meeting, and the Board deferred action on the request to allow additional time for staff to work with Commissioner Christensen and SFMTA to make revisions to the scope which are reflected in the enclosed Allocation Request Form; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Street Resurfacing, Rehabilitation and Maintenance 5YPP, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$4,185,233 in Prop K funds, with conditions, and appropriates \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as summarized in Attachment 3 and detailed in the enclosed 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, the 2014 Prop K Strategic Plan, and the relevant 5YPPs; 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 Schedules 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 sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors 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, the 2014 Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary
5. Bicycle Education Program – Update

Enclosure:

1. Prop K Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$135,000		\$ 938,798	68%	86%	Planning	10, 11
Prop K	34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$3,677,233		\$ 3,677,233	79%	0%	Construction	10
Prop K	39	SFMTA	Bicycle Wayfinding Signs	\$193,000		\$ 193,000	28%	0%	Design, Construction	Citywide
Prop K	39	SFMTA	Youth Bicycle Safety Education Classes	\$80,000		\$ 80,000	28%	0%	Construction	Citywide
Prop K	43	SFCTA	Bayview Moves Van Sharing Pilot	\$54,225		\$ 206,975	54%	74%	Construction	10
Prop K	44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	
			TOTAL	\$ 4,239,458	\$ -	\$ 5,196,006	73%	18%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFPW (San Francisco Public Works); and 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 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 Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	\$ -	Funds would be used to supplement \$123,000 in previously allocated Prop K funds for conceptual engineering, cost estimating and feasibility analysis of an additional potential Geneva-Harney Bus Rapid Transit alignment through the Recology property between US 101/Alanna Way and Tunnel Avenue. Requested funds would also support analysis of parking and traffic impacts to Geneva Avenue in response to Daly City's concerns about the alternatives proposed in the feasibility study. The SFMTA expects pre-environmental work to be complete by June 2016.
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	\$ -	Funds would be used for the construction phase for approximately 31 blocks of repaving on Industrial Street from Oakdale Avenue/Selby Street to the Bayshore Boulevard/ Industrial Street on-ramp; and on Ingalls Street from Innes Avenue/Middle Point Road to Carroll Avenue. The scope includes paving, sidewalk and curb repairs at various locations, including 84 curb ramps. Construction will begin in June 2016 and be completed by September 2017.
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	\$ -	In 2014, the SFMTA completed the Prop K-funded Bicycle Wayfinding Strategy, which provides best practice research, design recommendations and a preliminary deployment framework for a new citywide bicycle wayfinding system. The SFMTA is requesting Prop K funds to design up to 1,200 signs citywide on the bicycle network to improve safety and connectivity for bicyclists, as recommended in the strategy. Funds would also allow the SFMTA to implement a pilot in spring 2016 at six locations at the intersection of Valencia and McCoppin Streets to help inform the citywide project. SFMTA anticipates requesting additional Prop K funds in spring 2016 for the construction phase to match a \$792,000 in Cycle 1 Regional Active Transportation Program grant. The project will be fully implemented by summer 2019. See page 42 of the enclosure for a map of locations.
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	\$ -	Funds will provide for bicycle safety education classes in nine middle and high schools in the 2015-16 school year (see page 47 of the enclosure for a list of schools). Each class consists of two-week in-school bicycle safety physical education classes that are intended to both increase cycling amongst young people and reduce their chance of injury while doing so. Classes will be delivered through a contract with the San Francisco Bicycle Coalition and the YMCA's YBike program. SFMTA labor included in the request will fund program management and contract administration.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	\$ -	Requested Prop K funds will leverage over \$150,000 in funding from a Kaiser Permanente HEAL Zone grant and contributions from several community based organizations (CBOs) for a van sharing pilot program in the Bayview Hunters Point (BVHP) neighborhood as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013). The van sharing pilot will allow the CBOs to pool resources to provide point-to-point transportation for their target populations at a reduced cost when compared to numerous CBOs owning, operating, and maintaining their own vehicles. Potential uses include pooled trips for seniors, students, or others to medical institutions, community centers, after school programs, and other service facilities. The total project funding of \$206,975 will fund a mobility manager at Bayview Hunters Point Multipurpose Senior Services, Inc. and shuttle services for 10 months, and includes outreach and evaluation. The services would be available six days per week from 9 am to 9 pm, though the vans would only be utilized on an as-needed basis by the CBOs during that timeframe.
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway and for Washington and Clay Streets between Stockton and Montgomery to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy.
TOTAL			\$ 4,239,458	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	-	
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	-	5-Year Prioritization Program (5YPP) amendment: The recommended allocation requires a concurrent amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to re-program \$3,677,233 from the Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation project, which was funded with other sources, to the subject project.
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	-	Multi-phase allocation: We recommend a multi-phase allocation given that the pilot will be implemented during the design phase.
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	-	
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	-	
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	-	
TOTAL			\$ 4,239,458	\$ -	

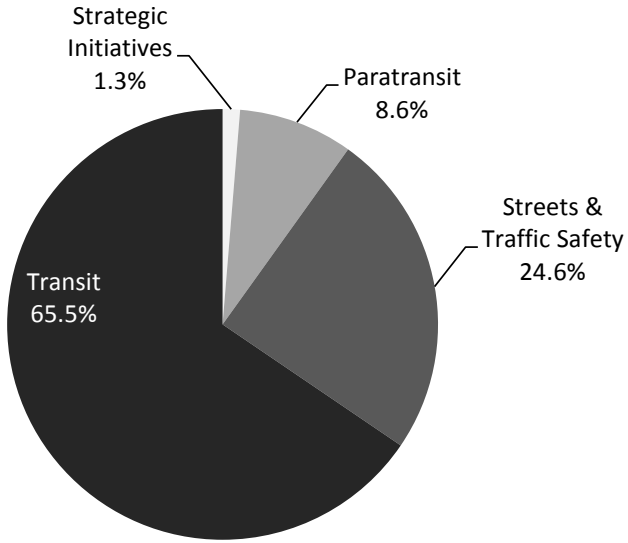
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

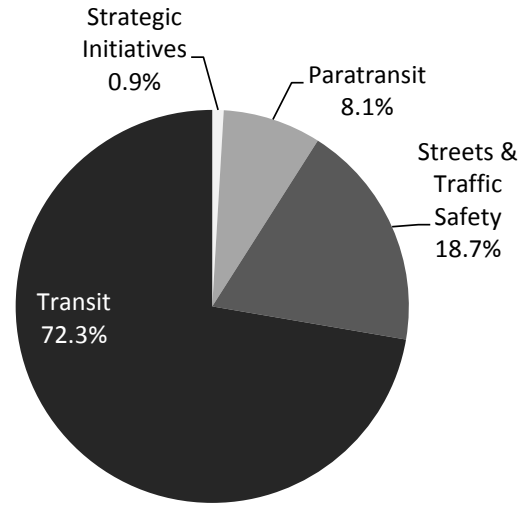
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 123,598,314	\$ 95,179,273	\$ 27,653,927	\$ 765,114	\$ -	\$ -
Current Request(s)	\$ 4,239,458	\$ 356,827	\$ 3,416,151	\$ 417,052	\$ 49,428	\$ -
New Total Allocations	\$ 127,837,772	\$ 95,536,100	\$ 31,070,078	\$ 1,182,166	\$ 49,428	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

To: Chad Rathmann, Sr. Transportation Planner, Transportation Authority
 From: John Knox White, Sr. Transportation Planner, San Francisco Municipal Transportation Agency
 Date: September 22, 2015
 Re: Bicycle Education Program - Update

Background

In March 2015, the San Francisco Municipal Transportation Agency (SFMTA) requested funding to allow for a short extension of its existing bicycle education program contract. This contract provided three services: Adult Bicycle Safety Education, Middle School Bicycle Classes and Freedom from Training Wheels education. Over the course of two Transportation Authority hearings, Commissioners asked a number of questions about the adult bicycle education classes related to efficacy and cost-effectiveness. At that time, the funding request was approved and SFMTA staff indicated that the agency was embarking on a process to identify how we would like to proceed with bicycle safety education and that future funding requests would not be made until that strategic planning was completed.

Since that time, SFMTA has begun three strategic planning processes related to this:

- Development of a Transportation Demand Management (TDM) Strategy and work plan, which will address how best to support an increase in the number of people choosing to bicycle in San Francisco.
- Development of a Vision Zero Education Strategy and Work Plan, which will identify how to prioritize efforts in increasing safety for people who bicycle in San Francisco.
- Development of an In-class School Curriculum Strategy, which will identify a long term plan for teaching elementary, middle and high school students how to bicycle and how to be safe doing so during PE classes.

The SFMTA is also working with SFBC to better understand the impacts of the adult bike classes to be funded with Prop K.

SFMTA Vision for Youth Bicycle Education

TDM Strategy: The SFMTA is in the process of developing the SFMTA TDM Strategy, which will detail the Agency's vision for biking education in San Francisco. SFMTA staff members are currently researching best-practices in bicycle education in order to inform the components of this vision. It is the SFMTA's intention to develop a comprehensive, holistic education program that will encourage bicycling, and, in particular, safe bicycling behavior, among youth and adults in San Francisco; this program will also have an enhanced focus on communities of concern. The specifics of this program – aside from the imperatives that it be comprehensive, include an emphasis in proper cycling behavior, and reach communities of concern – are still being determined.

Bicycling education, engineering and enforcement are key components of the City's effort to promote bicycling. However, while engineering efforts create the bicycle network and enforcement efforts ensure bicyclists are biking safely and are not at risk from vehicles, these efforts do not address the fact that many San Francisco residents do not know how to bike, do not have confidence in their bicycling ability, and do not know the proper rules of the road. The outcomes of education efforts—ability, confidence, skills—simply cannot be produced through engineering treatments and enforcement efforts. With a bicycle mode share currently hovering at 3-4% and the goal of raising bicycle mode share to 8% by 2015, the SFMTA considers it necessary to use all tools available to encourage bicycling in order to succeed in meeting this goal. The SFMTA is confident that there exists a need to educate cyclists that cannot be

addressed solely by engineering and enforcement efforts, and as previously stated, will use the TDM Strategy to determine best practices for adult and youth bicycle education in San Francisco. Staff is committed to holding off on any significant education funding requests until the strategic planning work is completed at the end of 2015.

Vision Zero Education Strategy: The Vision Zero Education Strategy acknowledged that behavior change is a long term process and that creating new norms around traffic safety will require a sustained adherence to comprehensive, data-driven programs. To that end, the Strategy identified a series of potential long term actions, which included learn-to-ride and bike safety physical education programs at elementary, middle, and high school levels. The Education Subcommittee is currently in the process of evaluating the bike safety physical education programs, in addition to the other actions listed in the Strategy, to determine which will best help San Francisco create culture of traffic safety and reach its Vision Zero goal. SFMTA staff completed this work earlier this year.

In-class School Curriculum Strategy: The School Curriculum plan is expected to be finished by spring 2016 and involves the SFUSD, SFMTA, SFDPH and other stakeholder groups. As SFUSD has been offering in-class bicycle training – facilitated through the YMCA's YBike program – to middle and high school students for the past four school years, SFMTA is proposing a one-year continuation of the existing middle school program in order to ensure that students who are in the school during the 15/16 school year will not miss out on this training while the School Curriculum is finalized and implemented. It will not be possible to complete the in-school strategy, request funding and implement the middle school training classes within the current school year given the amount of time needed to organize classes and finalize other program components.

The SFMTA, SFUSD and Department of Public Health (DPH) are in agreement that the model used for providing these classes is a best practice and will be included in the long-term strategy moving forward. Therefore, all are comfortable in supporting the Prop K funding request for the one-year program with YBike while the overall School Curriculum strategy is developed. While the alternative is to provide no in-school bicycle education during the 15/16 school year, SFMTA staff believes that these classes are an important component of the Agency's ongoing efforts to encourage bicycling and ensure safe behavior amongst those who use bicycles, and consequently recommend that these classes continue throughout the planning effort.

Youth Bicycle Safety Education Program Impact: Neither YBike nor the SFMTA currently possesses data demonstrating the long-term impact of the Bicycle PE Unit on participants. To date, staff has been unable to identify any long-term longitudinal studies that have analyzed the impact of in-school PE bicycle education upon students. SFMTA staff is working with YBike and other parties to identify methods to collect this data for future inclusion in program planning. Conversations with third-party entities are underway, but they are in the very early stages and unfunded. Such a study would need to occur over a very long timeline, likely a decade or more, to truly understand the impact of middle school education. Many life skills taught to middle school students do not fully develop into habits and behaviors until after graduation and entry into the workforce. However, in-school education has been demonstrated to be a powerful tool in instilling safe behavior in kids, transmitting safety information to adults in families via students, and normalizing transportation options that individuals may be interested in using but were not aware of until exposure through schools.

YBike instructors have noted that YBike program participants genuinely enjoy learning a skill that they will carry with them for the rest of their lives, and that participants in PE programs often go on to join other YBike offerings, such as after school bike riding clubs and bike shop programs. Graduates from the bike shop program actually end up with their own bike & helmet and the knowledge and skills to ride it.

Leveraging Past Instruction: Many schools that have received training in the past now possess their own bike fleets and continue to offer classes independent of the SFMTA's funding and contractor

instruction. As such, the number of students receiving bicycle education is growing and the number of schools at which bicycle education is offered is greater than just the schools identified for instruction in the current school year. The collected anecdotal information from physical education teachers shows that up to an additional 2,000 students are reached per year beyond the number directly served through classes taught directly by contractor staff.

Bicycle Education in Other Cities: A number of cities and school districts in the Bay Area and around the country offer bicycle education to students. Bike East Bay has run classes in coordination with schools for years. For example, in the City of Alameda, such classes are offered as a one-day, after-school activity that students can opt into participating in. Although this set-up keeps costs low, it leaves a number of students out of the loop because they did not know about the classes, they had competing after-school activities, or lacked equipment. San Francisco's program is a more intensive, multi-day program that provides bikes to all students. Other cities have also recognized the importance of teaching youth to bike: Washington, DC is about to launch universal bike-riding program for 2nd grade youth. It is the only universal bicycling curriculum in the country and one that SFMTA and SFUSD are looking at within our strategic planning process.

Update on Adult Bicycle Education Program Evaluation

SFMTA would like to report that the SFBC was asked to conduct a more rigorous evaluation of their adult bike education classes as discussed during the 2015 contract extension request last spring. The produced enhanced evaluation includes a pre-class survey distributed to participants at the start of each class and a follow-up survey sent via email to class participants six weeks after the conclusion of their bicycle education course. The goals of evaluation are to determine:

- Who is taking the SFBC bike education classes?
- How do students' bicycling habits change following a bike education class?
- How do students' confidence levels change following a bike education class?
- How do students' levels of perceived safety while biking change following a bike education class?
- How do students' levels of knowledge surrounding traffic laws change following a bike education class?

The SFBC is currently compiling the results of these surveys and will present the results in their final report which is due to the SFMTA at the end of their contract (December 2015). The findings of this evaluation will be used in the development of the SFMTA's TDM Strategy and help to guide how the agency moves forward with new education efforts.





Memorandum

Date: 10.06.15 **RE:** Plans and Programs Committee
October 20, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Allocating \$4,085,233 in Prop K funds, with Conditions, and Appropriating \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000 for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

BACKGROUND

We have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Plans and Programs Committee at the October 20, 2015 meeting, for potential Board approval on October 27, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Visitacion Valley Watershed
- Street Resurfacing, Rehabilitation, and Maintenance
- Bicycle Circulation/Safety, and
- Transportation Demand Management/ Parking Management

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories.

DISCUSSION

The purpose of this memorandum is to present five Prop K requests totaling \$4,139,458 to the Plans

and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested. Attachment 1 summarizes the requests, 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 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

Youth Bicycle Safety Education Classes: When the Plans and Programs Committee considered the last Prop K request for adult and youth bicycle safety education classes in spring 2015, the committee raised a number of concerns about the San Francisco Municipal Transportation Agency's (SFMTA's) bicycle safety education program. Specific concerns included:

- Strategy (e.g., how does bicycle education fit within SFMTA's transportation demand management and safety programs?)
- Equity (e.g., where are classes offered, and how does the program ensure geographic equity in program participation?)
- Cost-effectiveness (e.g., why is it important for SFMTA to invest in bicycle education classes for youth as opposed to other safety programs or capital investments, and how is the program evaluated and what defines success?)

SFMTA staff has addressed some of these concerns in the enclosed allocation request form for the Youth Bicycle Safety Education Classes and in the attached memo (Attachment 5). We recommend allocating Prop K sales tax funds to allow the youth bicycle education classes to continue during the 2015/16 school year. We anticipate bringing future Prop K requests for adult classes, which will run out of funding in November 2015, once SFMTA has completed its evaluation of the adult safety education program and completed the strategic planning it considers as required to inform the future of these classes.

Representatives from sponsor agencies will attend the Plans and Programs Committee meeting to answer questions.

ALTERNATIVES

1. Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$4,085,233 and appropriate \$54,225 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of five requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary
5. Bicycle Education Program – Update

Enclosure:

1. Prop K Allocation Request Forms (5)

RESOLUTION ADOPTING SAN FRANCISCO'S PROJECT PRIORITIES FOR THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other regions' RTIPs and California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, CTC's 2016 STIP Fund Estimate for the five-year period between Fiscal Years (FY) 2016/17 and 2020/21 contains no new Regional Improvement Program (RIP) funds for CMAs; and

WHEREAS, As part of the Cycle 1 OneBayArea Grant (OBAG) County Program, MTC had assigned \$1.91 million in STIP Transportation Enhancement funds to San Francisco Public Works' (SFPWs') Chinatown Broadway IV streetscape project in FY 2014/15, to be programmed through the 2014 STIP; and

WHEREAS, Due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17; and

WHEREAS, In order to keep the Chinatown Broadway IV streetscape project on schedule, Transportation Authority staff worked with the San Francisco Municipal Transportation Agency



(SFMTA) and MTC to swap the STIP funds with SFMTA's revenue bonds, and committed to reprogram the STIP funds to another San Francisco project as part of the 2016 STIP; and

WHEREAS, SFMTA and SFPW have proposed to reprogram the \$1.91 million from the Chinatown Broadway IV streetscape project to the Lombard Street US-101 Corridor project in FY 2016/17, with SFPW as the project lead; and

WHEREAS, The proposed project supports the Vision Zero policy by improving safety of the 1.1 miles stretch of a high injury corridor along Lombard Street between Van Ness Avenue and Richardson Avenue; and

WHEREAS, SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and Caltrans and are committed to completing the project prior to a Caltrans paving project in 2018; and

WHEREAS, State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for planning, programming and monitoring (PPM) activities such as project delivery oversight, development of RTIPs and project study reports, and assistance with timely use of funds deadlines; and

WHEREAS, \$207,000 in PPM funds for MTC and \$1.114 million in PPM funds for San Francisco have been carried over from the 2014 STIP; and

WHEREAS, As shown on Attachment 2, Transportation Authority staff recommends programming \$1.91 million in RIP funds to the Lombard Street US-101 Corridor Improvement in FY 2016/17, as requested by SFPW; and reconfirming \$207,000 in PPM funds for MTC and \$1.114 million for the Transportation Authority, as carried over from the 2014 STIP; and

WHEREAS, Since the new RIP funds are generally available in the last two years of the STIP period, i.e. FYs 2019/20 and 2020/21, SFPWs' request is effectively an advancement of funds; and

WHEREAS, The actual amount and year of programming of San Francisco's 2016 RTIP priorities are subject to MTC approval, CTC approval, and state budget appropriation by the California State Legislature; and

WHEREAS, If the funds proposed for the Lombard Street US-101 Corridor Improvement project are not programmed in FY 2016/17, Transportation Authority staff will work with SFPW and SFMTA to seek CTC approval of an AB3090 to allow the project to advance with local funds and subsequently be paid back when the STIP funds become available; and

WHEREAS, San Francisco's final 2016 RTIP project priorities are due to the MTC by November 4, 2015, including all associated supporting documentation required by the MTC's RTIP guidelines; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered San Francisco's proposed 2016 RTIP priorities and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Plans and Programs Committee reviewed San Francisco's proposed 2016 RTIP priorities and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's project priorities for the 2016 RTIP as presented in Attachment 2; and be it further

RESOLVED, That the Executive Director is directed to submit San Francisco's 2016 RTIP project priorities and any associated documentation to the MTC by the established deadlines; and be it further

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



Attachment :

1. Proposed 2016 RTIP Programming Priorities

Attachment 1

San Francisco 2016 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

Agency	Project	Project Totals by Fiscal Year (\$ 1,000's)					Phase	
		Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20		FY 2020/21
San Francisco Public Works	Lombard Street US-101 Corridor Improvement ¹	\$1,910	\$1,910					Construction
Metropolitan Transportation Commission	Planning, programming, and monitoring ²	\$207	\$67	\$69	\$71			n/a
San Francisco County Transportation Authority	Planning, programming, and monitoring ²	\$1,114	\$447	\$667				n/a
RTIP Total		\$3,231	\$2,424	\$736	\$71	\$0	\$0	
RTIP Funds Available		\$3,231						
Surplus/(shortfall)		\$0						

¹ Previously programmed to the San Francisco Public Works' Chinatown Broadway IV project as part of the OneBayArea Grant (OBAG) Cycle 1. The \$1.91 million had been swapped with the San Francisco Municipal Transportation Agency's local revenue bond funds because the OBAG project needed the funds sooner.

² Carryover from the 2014 STIP



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Adopting San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program

Summary

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco’s county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works’ (SFPW’s) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

BACKGROUND

Every two years, the California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP), a five-year program of projects for a number of state and federal transportation fund sources. While the overall STIP must be approved by the CTC, priorities for approximately 75% of the programming capacity are set by regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) for the Bay Area, and the remaining 25% is established by the state. The Regional Transportation Improvement Program (RTIP) is MTC’s submittal to the state, which is merged with other regions’ RTIPs and additional CTC priorities to become the STIP. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for establishing San Francisco’s project priorities for the RTIP. Attachment 1 shows the Transportation Authority’s Board-adopted list of San Francisco’s RTIP priorities, with a total remaining commitment of about \$147 million for four projects: Central Subway (first priority, \$75.5 million), payback to MTC of an advance for Presidio Parkway (second priority, \$34.0 million) Caltrain

Electrification (\$20 million), and Caltrain Downtown Extension to a Rebuilt Transbay Terminal (\$17.9 million).

No New Programming for Locals: The STIP used to be a significant, although highly variable source of state funds for highways, local streets and roads, transit rehabilitation and expansion projects, and pedestrian and bicycle projects. In recent cycles, the biennial STIP programming cycles have experienced a drastic reduction in available funding¹ due primarily to reduced revenues from fuel taxes, but also to the lack of an adequately funded multi-year federal transportation bill. Given that this year's fund estimate is only \$46 million statewide (vs. \$1.3 billion in 2014 STIP), CTC is making no funds available for CMAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAs must still submit their carryover programming and any associated changes from the 2014 STIP to MTC.

DISCUSSION

The purpose of this memorandum is to present our recommendation for reprogramming \$1.91 million in the Regional Improvement Program (RIP) funds (the project-specific portion of the STIP funds) from the Broadway IV streetscape project to the Lombard Street US-101 Corridor project and recommend adoption of San Francisco's project priorities for the 2016 RTIP as shown in Attachment 2.

Need to Reprogram \$1.91 Million from Chinatown Broadway IV Streetscape Project: As part of the Cycle 1 OneBayArea Grant (OBAG) County Program, MTC had assigned \$1.91 million in STIP Transportation Enhancement funds to San Francisco Public Works' (SFPW's) Chinatown Broadway IV streetscape project in Fiscal Year (FY) 2014/15, to be programmed through the 2014 STIP¹. However, due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17. In order to keep the Chinatown Broadway IV streetscape project on schedule, we worked with the San Francisco Municipal Transportation Agency (SFMTA) and MTC to swap the STIP funds with SFMTA's revenue bonds, and committed to reprogram the STIP funds to another San Francisco project as part of the 2016 STIP.

Lombard Street US-101 Corridor Project: Per the fund swap explained above, we are proposing to reprogram \$1.91 million from the Chinatown Broadway IV streetscape project to a project identified by SFMTA and SFPW: the Lombard Street US-101 Corridor project. The proposed project supports the Vision Zero policy by improving safety of the 1.1 miles stretch of a high injury corridor along Lombard Street between Van Ness Avenue and Richardson Avenue. This project is also the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) project for District 2. Proposed improvements include curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and the California Department of Transportation (Caltrans) and plan to complete the project prior to a Caltrans paving project in 2018. SFPW is the city's project lead.

The estimated total cost of the project is \$7.7 million. The Transportation Authority Board has already allocated \$646,586 in Prop K sales tax funds for design and early implementation construction. SFPW submitted an application for \$3.8 million in Active Transportation Program (ATP) funds to the state and MTC. The state application was unsuccessful, but yesterday MTC's Programming and Allocations Committee recommended \$1.9 million (due to a very competitive call for projects) while placing the Lombard project first in line on the wait list to receive any freed-up funds should other projects drop

¹ The State subsequently eliminated Transportation Enhancement funds from the STIP and reclassified the remaining Transportation Enhancements programming as Regional Improvement Program funds.

out or have cost savings. With the addition of the ATP funds and the proposed RTIP funds, the project will have a \$2 million funding gap. SFPW and SFMTA are currently considering other local funds, such as SFMTA's Prop A bond or the Transportation Authority's Prop AA vehicle registration fee funds, for which we plan to release a competitive call for projects later this month to reprogram over \$1.1 million in de-obligated funds.

The project is in the design phase, and needs to obtain both state and federal environmental clearance. The current project schedule calls for advertising the construction contract in fall 2016. This means that SFPW currently anticipates needing to allocate the STIP funds in FY 2016/17, the first year of the 2016 STIP cycle. Unfortunately, the CTC is expected to push projects out to the later years of the STIP (FY 2019/20 or FY 2020/21), since the earlier-year funds are already overcommitted. Therefore, we are working with SFPW, MTC, and CTC staff to identify alternatives that will still allow the project to move forward, such as getting CTC approval of an AB3090, which would allow the City to spend local funds on the project and get reimburse later when the STIP funds become available.

SFPW and SFMTA are committed to delivering the Lombard project prior to the planned Caltrans repaving project. Given all the uncertainties noted above and the tight timeline, we are working closely to support SFPW and SFMTA's efforts to develop an overall strategy for project delivery that includes a variety of contingency plans to mitigate some of the risks, such as identifying an alternative fund source.

Planning, Programming and Monitoring Funds: State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for PPM activities such as project delivery oversight, development of RTIPs and project study reports, and providing assistance to project sponsors with timely use of funds deadlines. Planning, Programming, and Monitoring funds for both MTC and San Francisco, as shown on Attachment 2, are carryover from the 2014 STIP. We are asking the CTC to re-confirm the existing programming, as required.

Next Steps: We will submit to MTC the draft listing of 2016 RTIP priorities by MTC's October 14 deadline. Following approval by the Transportation Authority Board, we will work with SFPW to provide MTC with the required documentation to support the proposed programming by its November 4 deadline. MTC staff will work with CMAs, Caltrans and project sponsors to develop a RTIP submittal and forward it to the CTC by December 15. We will continue to work with MTC and SFPW to advocate for CTC's approval of our 2016 RTIP recommendations as proposed.

ALTERNATIVES

1. Recommend adopting San Francisco's project priorities for the 2016 RTIP, as requested.
2. Recommend adopting San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Approval of San Francisco's project priorities for the 2016 RTIP would not impact the Transportation Authority's adopted Fiscal Year 2015/16 budget. The proposed reconfirmation of existing Planning, Programming, and Monitoring fund programming in FY 2016/17 and FY 2017/18 would be

incorporated into future year budgets.

RECOMMENDATION

Recommend adopting San Francisco's project priorities for the 2016 RTIP.

Attachments (2):

1. San Francisco's Remaining RIP Commitments
2. Proposed 2016 RTIP Programming Priorities

**Remaining Regional Improvement Program (RIP) Commitments
(Resolution 14-25, Approved 10.22.13)**

Remaining RIP Commitments			
Project	RIP Commitment	Allocated or Programmed RIP Funds	Remaining RIP Commitment
Presidio Parkway ¹	\$84,101,000	\$84,101,000	\$0
Central Subway ²	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway ³	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification	\$24,000,000	\$4,000,000	\$20,000,000
Total	\$262,101,000	\$114,752,000	\$147,349,000

¹The RIP commitment to Presidio Parkway, the highest RIP priority project, has been completed with adoption of the 2012 State Transportation Improvement Program.

²With completion of the RIP commitment to Presidio Parkway, Central Subway is now the highest priority for future RIP funds.

³Acronyms include the Metropolitan Transportation Commission (MTC), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Through Resolution 12-44, the Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is a third priority after fulfilling Central Subway's remaining RIP commitment.

RESOLUTION APPROVING THE SAN FRANCISCO ADVOCACY GOALS AND OBJECTIVES AND PROJECT LIST FOR PLAN BAY AREA 2040

WHEREAS, Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which sets policy and transportation investment priorities in the nine Bay Area counties; and

WHEREAS, This cycle the RTP/SCS under development is known as Plan Bay Area (PBA) 2040; and

WHEREAS, Transportation Authority staff, in consultation with partner City agencies and its Technical Working Group, developed the goals and objectives shown in Attachment 1 to guide its regional PBA 2040 advocacy through the plan's adoption in mid-2017; and

WHEREAS, Inclusion in the financially constrained portion of PBA 2040, either as an individual project listing or by inclusion in a programmatic category, is mandatory for all projects seeking state or federal funds or a federal action; and

WHEREAS, A project must be shown as an individual project listing in PBA 2040 if it increases capacity (e.g., roadway widening, operational improvements that increase throughput, and new transit services) so that MTC can model air quality conformity impacts; and

WHEREAS, As a Congestion Management Agency (CMA), the Transportation Authority coordinates San Francisco's local project and program priorities for PBA 2040 and submits these to the MTC; and

WHEREAS, In its role as a CMA, on May 26, 2015, the Transportation Authority issued a joint call for projects to public agencies and members of the public for consideration for inclusion in San Francisco's local project list for PBA 2040; and



WHEREAS, The CMA call for projects is just one of several inputs (e.g., MTC-led local streets and roads rehabilitation needs, transit capital rehabilitation needs, baseline transit operating needs, highway maintenance and operating needs, regional transit operator project priorities) that MTC and ABAG will consider when developing the preferred investment scenario for PBA 2040; and

WHEREAS, As part of the PBA 2040 call for projects process, the Transportation Authority conducted countywide outreach to public stakeholders, seeking community input in the project nominating process and the development of advocacy goals and objectives; and

WHEREAS, From this initial list of suggestions and project proposals, and drawing from the adopted San Francisco Transportation Plan, the Transportation Authority worked with City agencies to develop a list of San Francisco projects and programs shown in Attachments 2 through 5 that fits within San Francisco's assigned (initial) local discretionary funding budget of \$8.4 billion, which is not a guaranteed level of funding for San Francisco and is subject to downward revision by MTC; and

WHEREAS, The proposed project priorities also identifies projects for which San Francisco seeks regional discretionary funding through PBA 2040, reflecting projects that in staff's judgement best align with PBA 2040 goals and objectives and are anticipated to perform well in the regional project performance evaluation; and

WHEREAS, The Transportation Authority will work with MTC, ABAG, project sponsors, and other stakeholders, to participate in the regional project evaluation and policy discussions leading to development of a final list of San Francisco and regional priorities to be included in the fiscally constrained element of PBA 2040; and

WHEREAS, At its September, 2015 meeting, the Citizens Advisory Committee was briefed on the advocacy goals and objectives and project list, and adopted a motion of support for the staff

recommendation; and

WHEREAS, At is October 20, 2015 meeting, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the attached advocacy goals and objectives and project list for PBA 2040.

Attachments (5):

1. San Francisco Goals and Advocacy Objectives
2. Summary of Proposed Discretionary Funding Requests and Contributions
3. Final Draft List of San Francisco Projects
4. Final Draft List of Regional Projects
5. Final Draft List of San Francisco Programmatic Categories

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

Attachment 1

Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus (e.g. consider including medium-scale transit projects such as crossovers in addition to small-scale improvements it currently funds) and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** – Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC's Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City's ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2
Plan Bay Area 2040 - Summary of Proposed Discretionary Funding Requests and Contributions
 All numbers in \$YOE millions.

All numbers in \$YOE millions				
Proposed Assignment of Funds	Project Cost	Committed Funds	Proposed Regional Discretionary Request fo SF Projects	Proposed SF Local Discretionary Contribution
SF Projects	\$ 13,047.1	\$ 8,085.7	\$ 1,407.1	\$ 3,554.4
Regional projects	\$ 23,994.3	\$ 8,751.0		\$ 562.9
Programmatic categories	\$ 4,750.0	\$ 490.2		\$ 4,258.8
Total	\$ 41,791.4	\$ 17,326.8	\$ 1,407.1	\$ 8,376.1
NOTE: Does not include funding already committed for transit and local streets and roads state of good repair projects.				
Preliminary SF Local Discretionary Target (not financially constrained)				
				\$ 8,376.1
				\$ 0.0

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
1	BART	Rail Capacity Long Term Planning and Conceptual Design - BART	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system. Will be informed by the Core Capacity Transit Study.	citywide	\$ 30.0	\$ -	\$ 30.0		
2	Caltrain	Rail Capacity Long Term Planning and Conceptual Design - Caltrain	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system (e.g. grade separations, Caltrain Modernization Phase 2). Will be informed by the Core Capacity Transit Study.	citywide	\$ 10.0	\$ -	\$ 10.0		
3	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	10	\$ 17.0	\$ 0.1	\$ 16.9		Regional service-O&M costs assumed to be covered by WETA
4	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	7	\$ 16.0	\$ 16.0			Fully Funded
5	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	6	\$ 140.0	\$ 140.0			Fully Funded
6	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites - combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 58.0	\$ 58.0			Fully Funded
7	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, and bicycle access along the south side of Sloat.	4, 7	\$ 28.0	\$ -	\$ 28.0		
8	SF Planning	HOPE SF (Sunnydale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 31.0	\$ -	\$ 31.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
9	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	10	\$ 16.0	\$ 5.0	\$ 11.0		
10	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	6	\$ 58.0	\$ 58.0			Fully Funded
11	SF Planning	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study evaluates potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	6, 10	\$ 4.0	\$ 1.8	\$ 0.4	\$ 1.8	Strong PDA linkage. Regionally significant.
12	SF Planning	Rincon Hill Street Plan Network Changes	Includes significant changes to roadway configuration for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 37.0	\$ 15.0	\$ 22.0		
13	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	10	\$ 28.0	\$ 28.0			Fully Funded
14	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 209.0	\$ 209.0			Fully Funded
15	SF Public Works	Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	10	\$ 39.0	\$ 10.9	\$ 28.1		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
16	SF Public Works	Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	3, 5, 6	\$ 415.0	\$ 225.0		\$ 190.0	High performer in Plan Bay Area
17	SF Public Works	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	10	\$ 501.0	\$ 455.7	\$ 45.3		
18	SF Public Works	Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	6	\$ 118.0	\$ 96.4	\$ 21.6		
19	SF Public Works	Re-build and widen Harney Way	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project. Project limits: US 101 to Jamestown.	10	\$ 27.0	\$ 25.0	\$ 2.0		
20	SF Public Works	Southeast Waterfront Transportation Improvements - Phase 1	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.	10	\$ 271.0	\$ 245.8	\$ 25.2		
21	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	11	\$ 6.0	\$ 0.1	\$ 5.9		
22	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.	11	\$ 11.0	\$ 0.7	\$ 10.3		
23	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	3, 6	\$ 84.0	\$ 84.0			Fully Funded

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
24	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	3, 6	\$ 132.0	\$ 50.2	\$ 27.8	\$ 54.0	High performer in Plan Bay Area
25	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	3, 6	\$ 572.0	\$ 572.0			Fully Funded
26	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes Express transit to be funded with HOT lane revenues.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ 0.3	\$ 21.4	\$ 21.3	
27	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.	2	\$ 1,595.0	\$ 1,595.0			Fully Funded
28	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.	citywide	capital: \$ 23.0 operating: \$ 114.0	\$ 50.0	\$ 17.4	\$ 69.6	Expected high performer. Supports MTC managed lanes focus.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
29	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	citywide	\$ 52.0	\$ -	\$ 10.4	\$ 41.6	Supports MTC equity targets. Regionally significant.
30	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	citywide	\$ 95.0		\$ 95.0		San Francisco portion to serve as local match to regional TPI funds.
31	SFCTA	Southeast San Francisco Caltrain Station	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).	10	\$ 45.0	\$ 5.6	\$ 39.4		
32	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	6	\$ 118.0	\$ 107.0	\$ 3.0	\$ 8.0	High performer in Plan Bay Area
33	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	6	\$ 846.0	\$ 846.0			Fully Funded
34	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	6	\$ 65.0	\$ 42.0	\$ 5.0	\$ 18.0	High performer in Plan Bay Area
35	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ -	\$ 15.0	\$ 28.0	Supports MTC managed lane focus. Regionally replicable.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
36	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off-ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	6	\$ 168.0	\$ 168.0			Fully Funded
37	SFMTA	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.	6	capital: \$ 45.0 operating: \$ 92.0	\$ 137.0			Fully Funded
38	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	10	\$ 13.0	\$ -	\$ 13.0		
39	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	6, 8, 9, 10	\$ 69.0	\$ 47.0	\$ 22.0		
40	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	6	\$ 9.0	\$ -	\$ 9.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
41	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	6	\$ 44.0	\$ 25.0	\$ 19.0		
42	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of additional vehicles as well as the development of needed modern transit facilities.	citywide	capital: \$ 1,093.0 operating: \$ 584.1	\$ 398.0	\$ 959.1	\$ 320.0	
43	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	1, 2, 3, 5, 6	capital: \$ 300.0 operating: \$ 174.0	\$ 57.0	\$ 342.0	\$ 75.0	Assumes \$75 million in FTA Small Starts
44	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	citywide	\$ 270.0	\$ -	\$ 270.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
45	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	10, 11	capital: \$ 104.0 operating: \$ 152.0	\$ 49.0	\$ 207.0		
46	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	2, 3, 6	capital: \$ 61.0 operating: \$ 26.0	\$ 4.0		\$ 83.0	Seeking non-transportation funding for project (e.g. National Park Service).
47	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	citywide	capital: \$ 382.0 operating: \$ 134.0	\$ 208.0	\$ 268.0	\$ 40.0	High performer in Plan Bay Area.
48	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	3, 4, 5, 6, 7, 8, 9, 10, 11	\$ 1,150.0	\$ 76.0	\$ 644.4	\$ 429.6	Likely high performer, will be vetted through Core Capacity Transit Study.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
49	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	7	\$ 60.0	\$ 60.0			Fully Funded
50	SFMTA	Rail Capacity Long Term Planning and Conceptual Design - SFMTA	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing or planned rail corridors of the Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail Transit, under-grounding existing rail lines).	citywide	\$ 245.0	\$ -	\$ 245.0		
51	SFMTA	Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	citywide	\$ 1.0	\$ -	\$ 1.0		
52	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.	citywide	\$ 89.0	\$ 55.0	\$ 6.8	\$ 27.2	SFgo received regional discretionary funds in Plan Bay Area because of its managed lanes link.
53	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	citywide	\$ 26.0	\$ -	\$ 26.0		
54	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	6	\$ 3.0	\$ 3.0			Fully Funded
55	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	6	\$ 56.0	\$ 56.0			Fully Funded

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
56	SFMTA	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	10	\$ 7.0	\$ 7.0			Fully Funded
57	SFMTA	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	3, 6	\$ 1,578.0	\$ 1,578.0			Fully Funded
58	SFMTA	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	2, 3, 5, 6	\$ 215.0	\$ 215.0			Fully Funded
		Total			\$ 13,047.1	\$ 8,085.7	\$ 3,554.4	\$ 1,407.1	

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
59	AC Transit	Bay Bridge Contraflow Lane	This project would convert an existing lane on the Bay Bridge to a contraflow lane and add associated infrastructure. This would improve transbay bus travel times as well as reliability	\$ 167.0			\$ 167.0	See SFCTA's Core Capacity Implementation - Planning and Conceptual Engineering project
60	BART	BART Metro Program	Investments in support of the region's Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.	\$ 1,900.0	\$ -	\$ 25.0	\$ 1,875.0	High performer in Plan Bay Area.
61	BART	BART Rail Vehicle Replacement Program	Purchase 775 rail cars to replace existing aging fleet.	\$ 2,584.0	\$ 2,584.0			
62	BART	BART Security Program	Program will improve or enhance BART security to protect patrons and the BART system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) Weapons Detection Systems.	\$ 250.0	\$ 206.0		\$ 44.0	Funded under programmatic categories.
63	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.	\$ 800.0			\$ 800.0	Funded under programmatic categories.
64	BART	BART Station Modernization Program	Investments include systemwide improvements (e.g., wayfinding, lighting, communications, security, surface refinishing, pigeon mitigation, etc.), station modernization (paid area and platform expansion, new restrooms, upgraded systems and communications, lighting, intermodal expansion and upgrades, new elevators, escalators and other vertical circulation, etc.).	\$ 3,733.8			\$ 3,733.8	Funded under programmatic categories.
65	BART	BART Transbay Corridor Core Capacity Project	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).	\$ 2,806.0	\$ 1,306.0	\$ 75.0	\$ 1,425.0	

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
66	BART	Hayward Maintenance Complex Phase 1	This project will include acquisition and use of four warehouses outside of the current west boundary of the yard. Three of these four existing warehouse structures are proposed for Component Repair, Central Warehouse, and Maintenance & Engineering use, and would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches.	\$ 409.2	\$ 409.2			
67	Caltrain	Caltrain At-Grade Crossing Improvements	This project will involve work to improve at-grade crossing safety, signalization, crossing guards, striping, and signage. Project may include but is not limited to the installation of four quad gates at intersections, video monitoring and alarm management systems.	\$ 3.0	\$ 3.0			See SF Planning's Railyard Alternatives and I-280 Boulevard Program project and Caltrain's Rail Capacity and Long Term Planning and Conceptual Design project.
68	Caltrain	Caltrain Modernization (Electrification) Phase 1	Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.	\$ 224.0			\$ 224.0	
69	Caltrain	Caltrain Modernization (Electrification) Phase 2	This project will be implemented after the PCEP and includes the procurement of additional EMU rolling stock to replace all of Caltrain's diesel fleet with EMUs and to expand all EMU trains to 8-car consists. Diesel service will be maintained between San Jose and Gilroy. The project also includes platform and station modifications to achieve level boarding at 32 Caltrain stations.	\$ 727.0			\$ 727.0	See Caltrain's Rail Capacity Long Term Planning and Conceptual Design project.
70	Caltrain	Caltrain Systemwide Access and Station Improvements	Implementation of access improvements throughout the Caltrain system including bicycle, pedestrian, bus and shuttle improvements as well as parking enhancements. Project also includes station improvements and reconfiguration to remove the "holdout" rule and / or provide (or improve) ADA access at 22nd Street, South San Francisco, Broadway, Atherton and College Park, and other stations.	\$ 221.0	\$ 104.0		\$ 117.0	Funded under programmatic categories.

**Attachment 4
Plan Bay Area 2040 - List of Regional Projects
All numbers in \$YOE millions.**

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
71	Caltrain	Caltrain Terminal Improvements	This project includes planned improvements to Caltrain's North and South Terminals. The South Terminal project includes the addition of new mainline track and signal controls both north and south of Diridon Station. The North Terminal project includes the reconfiguration of Caltrain's North Terminal to enhance capacity and improve the efficiency of both rail operations and passenger movements.	\$ 297.0	\$ 1.2		\$ 295.8	Funded under programmatic categories.
72	Caltrain	Caltrain Vehicle Procurement Program	tbd	tbd	tbd	tbd	tbd	We would like to see the rest of Caltrain's fleet electrified to replace diesel vehicles. Supports Core Capacity and could be funded under that entry/program.
73	Caltrain	Peninsula Corridor Electrification Project	The Peninsula Corridor Electrification Project (PCEP) includes the electrification of the Caltrain corridor between San Francisco and San Jose, the procurement of new, Electric Multiple Unit rolling stock, and an increase in the Caltrain service levels.	\$ 1,963.0	\$ 793.2	\$ 20.0	\$ 1,149.8	Existing San Francisco RTIP commitment beyond current \$60 million local SF commitment. Amount tentative pending ongoing MOU discussions.
74	GGBHTD	Gangways and Piers	Golden Gate Ferry facilities in Sausalito, Larkspur and San Francisco are 30 years old and require major rehabilitation. The Gangways and Piers project will replace and rehabilitate fixed guideway connectors, including floats, floating barges, fenders, ramps and gangways, throughout the Golden Gate Ferry system. Total estimated cost is \$112M (2017 dollars)	\$ 112.0			\$ 112.0	\$27.2 million represents San Francisco's share of the project.
75	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	\$ 45.0	\$ 45.0			Fully funded
76	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.	\$ 98.0	\$ 98.0			Fully funded
77	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/ rehab; Bridge pavement repair.	\$ 1,002.0	\$ 441.0		\$ 561.0	

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
78	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.	\$ 891.0	\$ 212.0		\$ 679.0	
79	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The project is from approximately PM 5.5 to 7.8 on I-80.	\$ 691.0	\$ 10.0		\$ 681.0	
80	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.	\$ 575.0	\$ -	\$ 75.0	\$ 500.0	San Francisco will advocate for MTC to fund core capacity next steps.
81	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.	\$ 1,899.4	\$ 1,899.4			Subject to change pending outcome of MTC Cost Review.
82	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.	\$ 2,596.0	\$ 639.0	\$ 367.9	\$ 1,589.2	Subject to change pending outcome of MTC Cost Review. Existing San Francisco RTIP commitment of \$17.85 million
83	Transit Operators (all)	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.	To be determined by MTC	To be determined by MTC	See programmatic category for Transit Preservation/Rehabilitation	To be determined by MTC	MTC is evaluating SOGR needs through separate process. Local and regional discretionary amounts will be refined through Plan Bay Area 2040 process.
				\$ 23,994.3	\$ 8,751.0	\$ 562.9	\$ 14,680.6	

¹ Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

Attachment 5

Plan Bay Area 2040 - List of San Francisco Programmatic Categories

All numbers in \$YOE millions.

	Purpose	Programmatic Category	Project Cost	Committed Funding	Local Discretionary Funds
1	Operations	Routine Local Road Operations and Maintenance	\$ 52.0	\$ 52.0	\$ -
2	Preservation	Local Road Preservation/Rehabilitation ¹	\$ 909.0	\$ -	\$ 909.0
3	Preservation	Transit Preservation/Rehabilitation ¹	\$ 2,125.0	\$ -	\$ 2,125.0
4	System Management	Emission Reduction Technology (e.g. Transportation Fund for Clean Air projects)	\$ 2.0	\$ 2.0	\$ -
5	System Management	Local Road Intersection Improvements	\$ 141.0	\$ 70.3	\$ 70.7
6	System Management	Local Road Safety and Security	\$ 165.0	\$ 86.2	\$ 78.8
7	System Management	Minor Transit Improvements	\$ 201.0	\$ 35.9	\$ 165.1
8	System Management	Multimodal Streetscape Improvements	\$ 293.0	\$ 91.5	\$ 201.5
9	System Management	Planning	\$ 47.0	\$ 15.0	\$ 32.0
10	System Management	Transit Management Systems	\$ 8.0	\$ 6.0	\$ 2.0
11	System Management	Transit Safety and Security	\$ 98.0	\$ 6.3	\$ 91.7
12	System Management	Travel Demand Management	\$ 65.0	\$ 15.0	\$ 50.0
13	Expansion	New Bike/Pedestrian Facility ²	\$ 644.0	\$ 110.0	\$ 533.0
			\$ 4,750.0	\$ 490.2	\$ 4,258.8

¹This row shows proposed local discretionary funds for transit and local streets and roads state of good repair. MTC is conducting a separate needs assessment and compiling information on committed funding by operator and by jurisdiction.

² Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*
Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *ac*

Subject: **ACTION** – Recommend Approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040

Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; therefore we have worked closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. In September, the Board reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the Citizens Advisory Committee and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets

the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

PBA 2040 Call for Projects: MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan, in this case from 2017 to 2040. For PBA 2040, MTC has assigned San Francisco an \$8.376 billion initial cap of local discretionary funds to assign to projects and programs. This initial county budget target is higher than the final discretionary funding budget within which we will eventually have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation (for uncommitted projects over \$100 million), establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet final financially constrained targets. The lists may have to be trimmed even further if the revenue measures under consideration for the 2016 election are unsuccessful.

DISCUSSION

The purpose of this memorandum is to seek a recommendation to approve a final draft list of projects and programs that the Transportation Authority will submit to MTC for consideration for inclusion in PBA 2040. We are also seeking a recommendation for our proposed goals and objectives that will guide our advocacy for the overall PBA 2040 effort.

Draft San Francisco Goals and Objectives: Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance-based decision-making to equity issues to project delivery.

Project Identification Process: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040. Public agency staff and members of the public were also invited to submit project ideas through a call for projects issued by the Transportation Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. For projects that were directly submitted by a member of the public or stemmed from our community outreach, we forwarded ideas to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, BART, the Peninsula Corridor Joint Powers Board, and the Water

Emergency Transportation Authority) to submit projects directly to MTC. However, we also coordinated with these agencies to identify San Francisco priorities and consider whether to commit a share of our local discretionary budget to them. Similarly, transit and local streets and roads state of good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

Public Outreach: We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website (www.sfcta.org/rtp) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendaized. The PBA 2040 memo included in the September 15 Plans and Programs Committee packet contained further detail on input received.

Strategy for Identifying San Francisco Priorities: We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects are recommended to carry forward to PBA 2040. For new project submissions, we first screened them to see if they might need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within a programmatic category. If a proposed new project needed to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and nexus with Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental process or entering the construction phase before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals that were still in the early planning phases can proceed with planning and conceptual engineering until the next PBA update without needing to be called out in PBA.

Assignment of Discretionary Funding to Projects and Programs: After determining which San Francisco projects would need to be listed as individual projects versus being included in a programmatic category, the next

step was assigning our \$8.376 billion initial local discretionary budget toward local San Francisco projects and programmatic categories, as well as certain regional projects. Consistent with MTC guidance, we also developed recommended asks for regional discretionary funds. Attachment 2 summarizes how we distributed the \$8.376 billion between San Francisco projects, programmatic categories and regional projects. It also shows a total proposed ask of \$1.407 billion in regional discretionary funds. With respect to the latter, it is important to point out the top performing projects emerging from PBA's project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Many of the projects we will be seeking regional discretionary funds for were also high performers in the 2013 PBA, something which is called out in the Notes column in Attachments 3 and 4. Generally, we assigned the same amount of regional discretionary funds to high performers in 2013 PBA and for new projects we looked to comparable projects in San Francisco and the region, considered federal match ratios, and how well the project meshed with MTC/ABAG's PBA 2040 goals and targets to inform our suggested regional ask.

Lastly, it is important to caveat that the regional project list (Attachment 4) may be missing projects and in some cases cost and funding information. This is because the regional transit operators and project sponsors submit projects through MTC. However, we have been communicating with the project sponsors and have included most of what we anticipate will be of interest to San Francisco in Attachment 4. Assigning local funds to regional projects demonstrates an existing commitment to the project and/or indicates a level of local support that can help encourage the region to put in matching regional discretionary funds.

Next we filled shortfalls within San Francisco local projects (see Attachment 3, Proposed SF Local Discretionary Funds column) and then distributed the remainder to the programmatic categories in Attachment 5. For the programmatic categories, we considered historic funding patterns, T2030 proposals, needs assessments from SFTP and other sources, and filled gaps where we anticipated larger needs than in the past (e.g. Transportation Demand Management). Most noteworthy, we proposed the largest discretionary funding amounts to transit (\$2.125 billion) and local streets of roads state of good repair (\$0.909 billion). Note that the committed funding information is not yet shown for these two programs because MTC is separately compiling this information which is anticipated to be available in draft form next month.

Coordinated San Francisco Long-Range Planning Effort: Through the San Francisco Municipal Transportation Agency (SFMTA)-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department's Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts. We are proposing to contribute local discretionary funds to several projects/programs that will allow BART, Caltrain, SFMTA, and others to advance planning, conceptual engineering, and environmental design work on priorities emerging from these planning processes. We are also seeking regional discretionary funds for these efforts as well given their strong linkage to core capacity needs and PDAs.

Next Steps: A final project list must be submitted to MTC by the end of October. It is important to note that neither the project priorities that the Transportation Authority submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in Plan Bay Area 2040. The uncertainty is most relevant for new capacity changing projects over \$100 million dollars that

are not fully locally funded (and therefore subject to MTC's performance evaluation) and for regional discretionary fund asks, which are subject to MTC approval. MTC will perform a detailed project evaluation between October 2015 and January 2016 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the Plan Bay Area 2040 process (anticipated to last through mid-2017) we will continue to work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 6 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

ALTERNATIVES

1. Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, as requested.
2. Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040.

Attachments (6):

1. San Francisco Goals and Advocacy Objectives
2. Summary of Proposed Discretionary Funding Requests and Contributions
3. Final Draft List of San Francisco Projects
4. Final Draft List of Regional Projects
5. Final Draft List of San Francisco Programmatic Categories
6. Call for Projects Schedule

Attachment 6
Plan Bay Area 2040 - Schedule

Plan Bay Area 2040 Call for Projects Schedule¹	
September 2, 2015	CAC - information
September 19, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

¹Please see the SFCTA's Plan Bay Area 2040 website for meeting times, locations and additional details:
<http://www.sfcta.org/rtpsftp-call-projects>

RESOLUTION ADOPTING THE TRANSPORTATION DEMAND MANAGEMENT PARTNERSHIP PROJECT FINAL REPORT FACTSHEETS

WHEREAS, The Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation; and

WHEREAS, The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner; and

WHEREAS, The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy; and

WHEREAS, The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs; and

WHEREAS, The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Plans and Programs Committee reviewed



and unanimously recommended approval of the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the attached TDM Partnership Project Final Report Factsheets; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the Factsheets for final publication and distribute them to all relevant agencies and interested parties.

Attachment:

1. TDM Partnership Project Final Report Factsheets



Fact Sheet



Transportation Demand Management Partnership Project

The Transportation Demand Management Partnership Project was a collaboration between the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment (SFE), and the San Francisco Planning Department (DCP). This work was evaluated independently by ICF International for the MTC.

APPROACH

The San Francisco TDM Partnership Project was a multi-stakeholder effort to create new partnerships and approaches to employer engagement around TDM. This program began in early 2012 and consisted of four focus areas.

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort was designed to get employers to give employees a flexible transportation benefit rather than free or subsidized parking. After significant efforts to identify interested employers, all employers contacted declined to participate.
- **Commuter shuttle pilot program:** The SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August, 2014 and will run for 18 months.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

Results and lessons learned from each sub-project are documented in a series of accompanying fact sheets, and an independent report evaluating the entire program will be published by the Metropolitan Transportation Commission.

WHY TDM PROGRAMS MATTER

TDM is a term for policies, programs, and tools that work with existing transportation infrastructure and services to help people make sustainable trip choices and to increase efficiency of the transportation system. TDM strategies prioritize transit, walking, bicycling, and ridesharing.

“The major transportation problems facing most communities are traffic and parking congestion, inadequate mobility for non-drivers, and various economic, social, and environmental costs associated with high levels of automobile travel; all problems that can be addressed by TDM.”

- Victoria Transportation Policy
Institute

For more information, visit
www.vtpi.org/tdm/tdm51.htm



Transportation Demand Management project factsheets.

LESSONS LEARNED AND RECOMMENDATIONS

Recommendations for local agencies seeking to replicate employer-focused TDM programs:

- **Regulatory policies may be needed for widespread, sustained change.** The pilots demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- **Identify employers or institutions that have an internal champion.** Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- **Improve business outreach and marketing techniques for voluntary programs.** Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- **Use existing collaboration structures where possible.** Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.
- **Consider, account for and communicate possible risks with target audiences.** Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- **Carefully consider administrative requirements for implementation.** Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- **Define specific criteria to guide future TDM efforts.** Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

Separate factsheets are available for each of the seven sub-projects included in the TDM partnership project:

- SF State Transportation Marketing Pilot
- Parkmerced Transit Screens
- Parking Cashout Pilot Program
- SFMTA Commuter Shuttles Policy and Pilot Program
- Medical Institution Ridesharing Program
- Showplace Square Shuttle Program
- TDM Interagency Strategy

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent sales tax for transportation, and the Transportation Fund for Clean Air.



Fact Sheet



SF State Transportation Marketing Pilot

San Francisco State University is located in southwest San Francisco and boasts a variety of transportation options. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, worked with SF State to develop informational materials for students, employees and visitors that raise awareness of the university's TDM programs and promote sustainable transportation for campus access.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

APPROACH

The TDM Partnership team discussed options for a transportation marketing campaign with staff at SF State, and decided to focus on deploying information about sustainable modes on screens in student centers and the web. The team hired consultants to work directly with SF State to develop and deploy the campaign. Launched in winter 2013, the SF State Transportation Marketing Campaign included:

- **GO! STATE**, a new SF State website to provide information to students, employees and visitors. This website introduces users to the University's TDM goals and provides program information about transit, parking, visitor information, biking, ridematching, carsharing, employee programs, and the CARE Escort Program.
- New transportation information content and images for electronic information screens in the Student Center, administration building, library, and student services building.
- A focus on transportation resources for the SF State community, like the University's Bike Barn, the SF State Shuttle, free transfers between BART and Muni Route 28, Clipper Cards, RideMatch, EV charging station and Zipcar.
- Before and after surveys evaluating the effectiveness of the campaign.

WHY MARKETING MATTERS

"Marketing can improve the effectiveness of most individual TDM programs and strategies. A survey of commuters found that exposure to commute trip reduction program information was the single most important factor contributing to mode shifting ... Given adequate resources, marketing programs can often increase use of alternative modes by 10-25% and reduce automobile use by 5-15%."

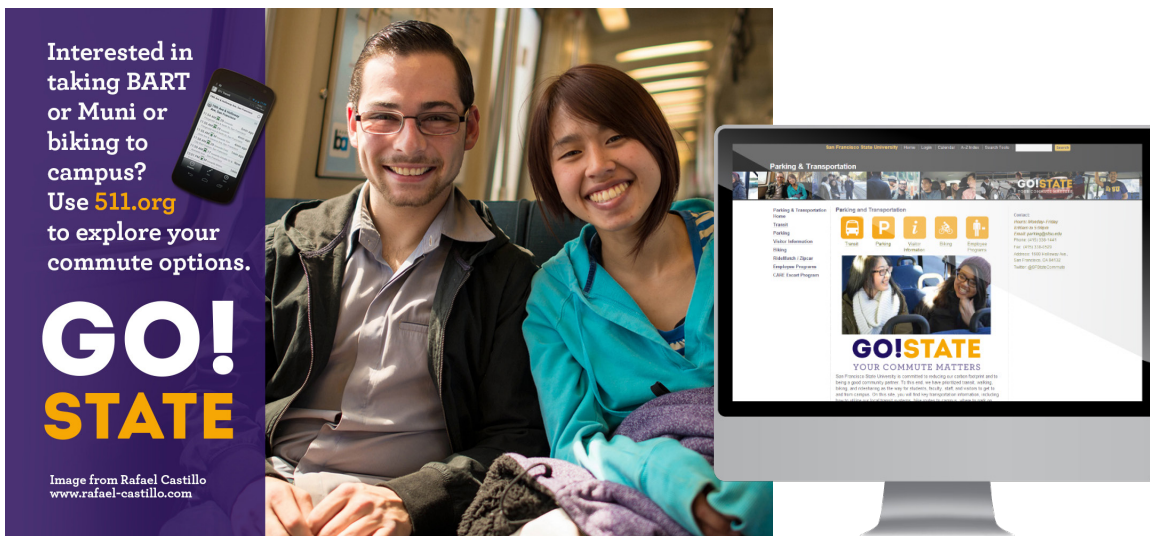
- Victoria Transport Policy Institute

For more information, visit www.vtppi.org/tdm/tdm23.htm

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

Image above part of the SF State Transportation Marketing Campaign.



LESSONS LEARNED/RESULTS

The new SF State Transportation Marketing Campaign has established a useful communication resource and an easy reference for the steady stream of new students, faculty, and visitors who come each semester.

SF State surveyed students about the transit screens about three months after they were installed. These early results indicated that about 15 percent of students were aware of the screens, and, of these, about 7 percent reduced the frequency of driving to campus. Because the survey was conducted very shortly after the screens were implemented, survey results may not have captured the potential peak audience among student users.

Overall, this pilot was successfully implemented without major challenges along the way. Some lessons learned were:

- **Employer champions are critical.** Support from SF State's on-site, full-time transportation coordinator, who played an active role in defining the project, developing and reviewing the marketing materials, and working with SF State staff to support the website launch and install information screens, was critical for the success of the project.
- **Simpler is better for voluntary programs.** The project team initially envisioned a campaign that would be co-branded for several institutions in the southwest neighborhood, but concluded that separate campaigns would be simpler and more successful. Additionally, unlike several other pilot programs tested for the TDM Partnership Project, no controversial policy, administrative, or financial commitments were required from SF State, so the program could be implemented with minimal obstacles.

RECOMMENDATIONS

San Francisco agencies should continue to provide technical assistance and support to motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While a marketing campaign may not have immediately measurable impacts on travel behavior, it can help increase the effectiveness of other TDM measures when included as part of a package.

"The TDM Partnership program was a real boon to our TDM marketing efforts and gives us a brand and solid foundation for getting out the word on a range of transportation programs."

- Wendy Bloom

SF State Campus Planner

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

**San Francisco County
Transportation Authority**
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



Parkmerced Transit Screens

Parkmerced Apartment Homes is a community of high-rise apartment buildings and townhomes located in southwest San Francisco and is served by a variety of transportation options. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project partnered with Parkmerced to install 12 real-time transit displays in the multi-family residential Parkmerced Towers. The information was customized to present real-time Muni arrival near Parkmerced, along with information about other modes.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

APPROACH

Team members discussed options for improving access to transportation information at Parkmerced with the site transportation coordinator, and identified an opportunity to leverage pre-existing information screens in each of the residential towers. Prior to the project, the screens displayed in-house announcements for residents. Since project implementation in 2013, the screens now display real-time arrivals of each bus and light-rail train serving Parkmerced, including:

- Arrival times for Muni M, 17, 28, 28L and 29
- Approximate walk times to each transit stop
- Vehicle availability for nearby Zipcar locations and potential car service arrival times

The city engaged a consultant to develop and design the screens, and to work with Parkmerced staff on deployment. The effectiveness of the transit screens in raising awareness of available transportation programs was evaluated through a brief before and after survey of residents.

WHY REAL-TIME PASSENGER INFORMATION MATTERS

Real-Time Passenger Information (RTPI) systems make public transit easier and more reliable because they increase predictability and decrease waiting time. According to research, riders who use RTPI systems are less concerned about missing a bus and spend less time waiting at stops compared to those who use traditional schedule information, while riders without RTPI wait longer and perceive their wait times to be longer.

For more information, visit <http://dub.washington.edu/djangosite/media/papers/tmpf2yHN1.pdf>

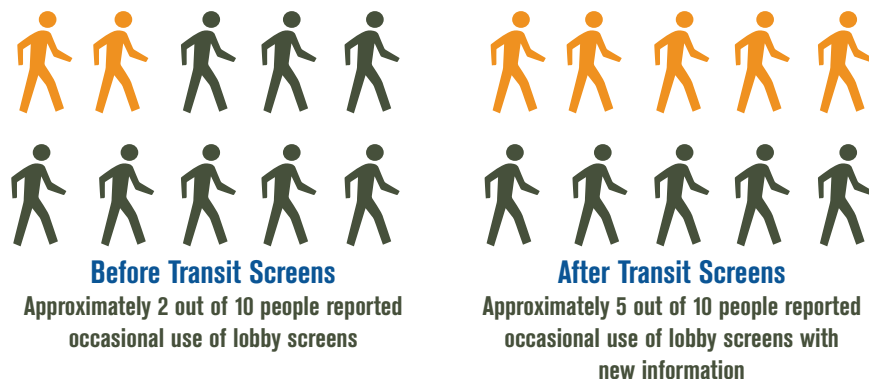
TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by responding to barriers to taking trips by transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

RESULTS AND LESSONS LEARNED

According to before and after survey results, there has been a significant increase in the use of the lobby information screens since they were first installed—from 15% of respondents reporting occasional use of the lobby screens in 2013 to 53% in the most recent 2014 survey. The survey results do not indicate any change in travel behavior.

PARKMERCED RESIDENTS USE OF LOBBY SCREENS



Some residents have reported that the screens sometimes have technical issues, whereas others report being content with the information provided. The transit screens require regular checking and maintenance to maintain effective operations after installation in lobbies.

Overall, this pilot was successfully implemented without major challenges along the way, other than some technical challenges associated with providing internet connectivity to the screens. Success factors included:

- **Engaged interest of an onsite transportation coordinator.** Park Merced's onsite, full-time transportation coordinator played an active role in defining the project, reviewing the screens, and working with technical staff on site to deploy them.
- **Tailored to meet the needs of Park Merced.** Originally, the city team had envisioned developing a marketing campaign that would be co-branded and launched across several institutions in the southwest neighborhood. The team ultimately concluded that tailoring separate campaigns to the needs of individual institutions would be simpler and more successful.
- **No controversial policy, administrative, or financial commitments required.** Unlike several other pilot programs tested for the TDM Partnership Project, this pilot did not require the participating institution to execute any contracts, provide resources (other than staff time), or change institutional policies. This meant the program could be implemented with minimal obstacles.

RECOMMENDATIONS

Continue to provide technical assistance and support to the most motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While transportation information screens may not change behavior directly, they can help increase the effectiveness of other TDM measures when included as part of a package.

19th Ave & Holloway Ave		2	MIN WALK	
M	Downtown Inbound	4	20	40
29	Baker Beach Inbound	6	25	70
28	Fort Mason Inbound	8	48	
17	West Portal Station Inbound	23	63	63
Gonzalez Dr & Font Blvd <td>5 <td colspan="2">MIN WALK</td> </td>		5 <td colspan="2">MIN WALK</td>	MIN WALK	
17	Parkmerced Outbound	11	48	48
17	West Portal Station Inbound	18	48	78

zipcar. VEHICLES

Z	State Dr	3
Z	19 Higuera Ave	1
Z	9 Buckingham Way	3
Z	125 Cambon Dr	2

Real-time transit information powered by TranslScreen

“Our transit screens have proved to be one in a series of important improvements to the experience of living in Parkmerced. Anything we can do to help our residents manage their time, and make their comings and goings a little bit easier, is a big plus for our community.”

*-Rogelio Foronda, Jr.,
Parkmerced Development Manager*

CONTACT US

For more information, visit www.sfcta.org/tdm or contact **Ryan Greene-Roesel** at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



Medical Institution Ridesharing Program

San Francisco's medical institutions are major travel generators, with diverse trip types, trip times, and travelers including employees, patients, students, and visitors. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project worked with six San Francisco medical institutions to form a Medical Institutions Transportation Working Group, with the goal of developing collaborative programs and reducing the number of vehicle trips among commuters.

APPROACH

Six medical institutions participated in the Transportation Working Group. Their employees have varied schedules and many work during non-commute hour shifts. Therefore, the working group identified a collaborative ridesharing approach as the most effective TDM program because it would provide the widest coverage. TDM Partnership staff and consultants conducted one-on-one interviews and a series of three working group meetings to identify existing programs and opportunities for collaboration. Meetings focused on:

- Existing TDM programs
- Identifying shared challenges and potential opportunities to collaborate
- Additional medical institutions that could be involved
- Overview of the top rideshare vendors and their services

A Ridesharing Platform Criteria survey was conducted to identify top criteria for evaluating ridesharing platform vendors. Based on working group findings and the top evaluation criteria, rideshare platform vendors were reviewed and made presentations, and the working group selected a preferred vendor. The vendor was selected because it was already used by one institution, and because it would allow each institution to maintain separate contracts while allowing cross-institution ridesharing.

RIDESHARING

“Ridesharing can reduce peak-period vehicle trips and increase commuters’ travel choices. It reduces congestion, road and parking facility costs, crash risks, and pollution emissions. Ridesharing tends to have the lowest cost per passenger-mile of any motorized mode of transportation, since it makes use of a vehicle seat that would otherwise be empty.”

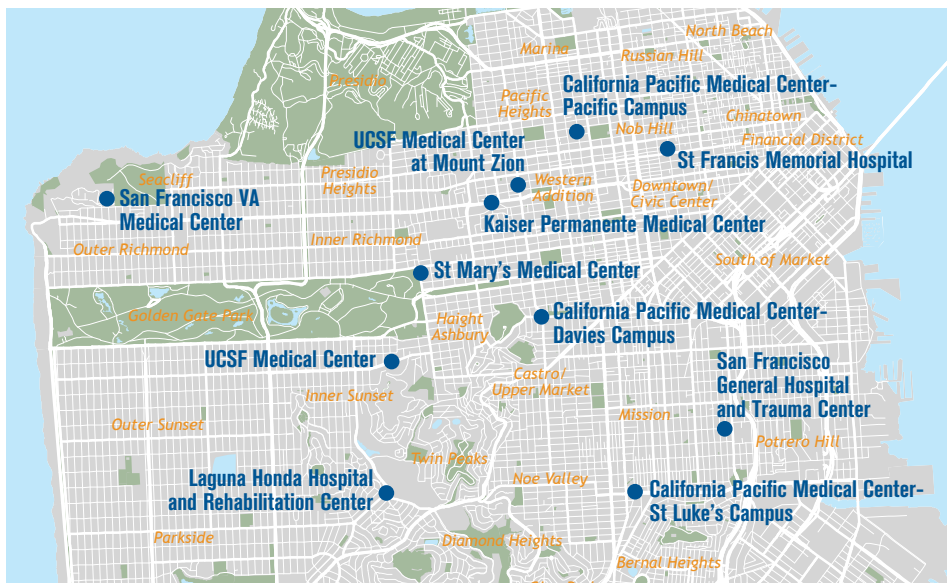
-Victoria Transport Policy Institute

For more information, visit <http://www.vtpi.org/tdm/tdm34.htm>

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.

Photo courtesy Washington State Dept. of Transportation/flickr. Licensing information: <https://creativecommons.org/licenses/by-nc-nd/2.0/legalcode>



Map of medical institution locations.

RESULTS AND LESSONS LEARNED

- Protracted contract negotiations hampered program implementation.** Several medical institutions agreed to contract with the preferred rideshare platform service provider and were provided a grant-funded subsidy to cover a portion of the first year of service. One medical institution moved forward with contracting, but was delayed by protracted contract negotiations and a change in vendor management. The other participants did not take action to pursue contracting despite repeated follow-up. Ultimately, no collaborative ridesharing program was established. City of San Francisco medical institutions were particularly challenged by complex procurement and contracting requirements as well as liability concerns. In most cases, the medical institutions did not see the pilot effort as enough of an institutional priority to overcome these challenges.
- Absence of strong internal champions proved challenging.** A collaborative ridesharing program requires an internal champion and sustained motivation from all involved parties.

RECOMMENDATIONS

- Make voluntary programs as easy as possible.** Future voluntary employer TDM programs should make it as easy as possible for employers to participate and avoid asking for significant time or resource commitments unless the employer is highly motivated to participate and has an empowered internal champion for the work. In particular, programs that require contract execution among multiple parties should be approached with caution.
- Focus on employers with a strong internal champion.** In many cases this may mean employers with an on-site transportation coordinator or those interested in expanding their facilities.
- Avoid pursuing voluntary programs that require significant employer time commitments.** This pilot suggests that achieving formal coordination among groups of employers with similar interests may be challenging due to the time commitments required. The medical institutions in this pilot did not have the staff resources to invest time in coordinating with other institutions on an ongoing basis.

“This collaboration is primarily envisioned as being functional, rather than administrative ... all hospitals want their employees to benefit from a shared ridesharing system to expand the pool of potential carpool and vanpool companions and to take advantage of economies of scale to reduce software costs.”

July 15, 2013 Meeting Notes,
SFCTA Medical TDM

CONTACT US

For more information, visit www.sfcta.org/tdm or contact **Ryan Greene-Roesel** at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



Showplace Square Shuttle Program

The Showplace Square area is a thriving and growing business district in western SoMa. Several employers and property managers in this area offer free shuttles to Caltrain, BART, and the Ferry Terminal, and others would like to provide similar shuttle service but don't want to bear the cost. The goal of this pilot was to test potential for collaboration among employers and property managers in the Showplace Square area to provide a shared shuttle service.

The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this pilot project. The Transportation Authority was the lead agency. The intention was to increase the first/last mile connections to Showplace Square, reduce the environmental and traffic impacts of service redundancy, and develop an organizational structure for collaboration between private sector entities that could be expanded to meet future needs.

APPROACH

The pilot program convened potentially interested employers and property managers in the Showplace Square area to better understand their goals, priorities, and needs. The group identified common goals and objectives, and determined that a shared shuttle service would best meet their needs to achieve cost and service efficiencies. An initial shuttle service plan was developed to improve access to BART, Caltrain and the temporary Transbay Terminal. The following steps were completed to advance the program:

- The service plan was updated, and cost estimates, budget, and several cost-sharing scenarios were developed, and adjusted as participants' needs were refined.
- A variety of options were considered to organize the shuttle service on behalf of the participants, including a non-profit sponsor and a private-sector shuttle provider. Participants preferred a non-profit because of the low overhead costs and greater control over services.
- TMA SF Connects, the transportation management association for 70 buildings downtown, was approached and ultimately agreed to serve as Fiscal Sponsor after completing a rigorous due diligence process.¹
- A service target start date was established, and TMA SF drafted a participation agreement and released an RFP to San Francisco shuttle service providers.

¹ TMA SF Connects later determined that they did not want to participate as a fiscal sponsor.

WHY FIRST/LAST MILE SERVICE MATTERS

First- and last-mile services like commuter shuttles allow people to use regional mass transit even if their destination isn't right next to a stop or station, thereby reducing greenhouse gas emissions and road congestion. Consolidating existing shuttle services offers the opportunity to increase frequency, provide more service options, and lower the cost for each participant.

For more information on shuttle services, visit <http://www.vtpi.org/tdm/tdm39.htm>

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.

RESULTS AND LESSONS LEARNED

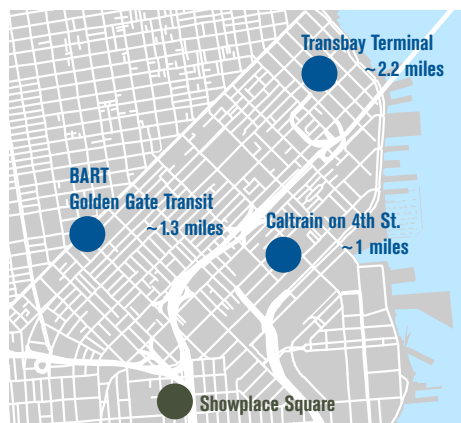
Ultimately, the fiscal sponsor and participants were unable to come to a final agreement regarding their contract terms, particularly with respect to payment frequency and flexibility for entry/exit from the program. Additionally, one major participant withdrew late in the process, which rendered the program no longer financially viable.

The following key lessons stand out:

- Participants faced a key tradeoff between potential cost savings and loss of flexibility/ increased risk. Because the degree of cost savings was directly reliant on the number of participants, achieving participant critical mass is necessary for this kind of effort.
- Some participants were not willing to provide the detailed information (e.g. square footage, number of employees, shuttle ridership) to the City needed to develop service plans and budgets due to privacy concerns.
- Understanding participants' key "deal breaker" decision points (e.g. for contract terms, costs), and internal-decision making processes earlier in the process would have helped focus effort and saved time.
- Obtaining consistent attention and interest from participants proved challenging because commute issues were not always their top priority, and their business needs could change rapidly. Some employers joined, dropped out, and then re-joined the collaboration as their business circumstances changed over the course of the year.

RECOMMENDATIONS

- Funding private sector technical assistance with public funds should proceed in a manner that shields the privacy of business information.
- Future efforts to create shared shuttle arrangements may be more successful if building owners/property managers are targeted as participants (rather than employers), since employer's service needs are likely to vary significantly with business conditions. Private-sector shuttle providers may be better positioned to create shared shuttle arrangements than non-profit entities as they may have a greater ability to absorb the financial risk involved.
- In San Francisco, some buildings are required to provide shuttle service through developer agreements, resulting in some duplicative and uncoordinated services. The city should investigate whether these agreements could be revised to allow meeting the requirement through participation in a shared shuttle service. If the latter is an option, then private sector entities would be more incentivized to provide shuttle service where it is needed most.



Expanded shuttle service could reach 600 additional employees at participating businesses, increase average daily shuttle ridership by over 130 employees, and reduce daily private auto vehicle miles traveled by over 650 miles per day.

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent sales tax, and the Transportation Fund for Clean Air.



Parking Cashout Pilot Program

Parking Cashout is defined as the replacement of free parking with cash or equivalent incentives for non-automobile modes of travel. Studies have shown that parking cashout can significantly reduce drive-alone trips to the work site. California state law requires certain employers who provide free parking to “cashout” employees who do not take advantage of this parking. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded a pilot parking cashout project to determine the potential for increasing voluntary employer adoption of cashout through provision of technical support and incentives. SFE and the Transportation Authority led this effort.

APPROACH

The pilot program used outreach to identify employers who might be good candidates for implementing cashout. A target candidate employer for the parking cashout pilot offers free parking to employees at all levels, in San Francisco locations with limited free street parking and frequent transit, and would be able to eliminate the parking subsidy by replacing it with increased subsidies for other modes. Target candidate employers should also have unbundled parking, which is parking that is not included in their office leases. Outreach included the following efforts:

- A survey distributed to the 3,000 businesses on the SFE’s CommuteSmart mailing list for businesses that opt in to receive commuter benefit updates; the survey was intended to identify target candidate employers for the parking cashout pilot.
- An employer workshop, held in September 2013, to provide feedback on potential strategies to manage employee parking demand, and incentives that the public sector can provide to address parking needs while reducing drive-alone trips.
- Outreach to members of the Business Council on Climate Change (BC3), whose members have been engaged in innovative efforts to address climate change, to identify employers outside of downtown San Francisco that may have been motivated to participate in the pilot program.
- Outreach to tenants of 1455 Market Street, where property management indicated that current tenants lease parking spaces and may be interested in participating in the pilot program.

The study aimed to test whether employers could be motivated to participate in the program if provided with:

- Technical support to overcome administrative barriers to cashout
- Information about the benefits of cashout
- Funding to cover short-term costs of transitioning to the cashout program (as necessary)

WHY PARKING CASHOUT MATTERS

Parking cashout shifts the free or subsidized parking benefit, which is only available to vehicle owners, to a cash benefit that is available to all employees, and allows employees to use the value of that benefit toward whatever transportation mode they wish. Free parking is an invitation for employees to drive alone to work and discourages carpooling and non-auto commute modes. Giving employees a more flexible transportation benefit can encourage them to use other modes, and research has shown such an approach to increase employee satisfaction.

For more information, visit <http://shoup.bol.ucla.edu/ParkingCashOut.pdf>

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by responding to barriers to taking trips by transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

LESSONS LEARNED/RESULTS

The pilot program led to the following conclusions:

- **There is little employer interest in voluntary cashout.** Based on survey results, employer outreach, and follow up after the survey and meetings, the team identified seven employers as potential good participants for the pilot program. The team held meetings with these employers, and all declined to participate. Most were not motivated to reduce employee parking demand, were concerned about relinquishing leased parking spaces where access to other parking may be scarce, or perceived a change in company policy as an administrative hassle.
- **The share of firms providing parking subsidies appears to be small.** Another survey administered by SFE as part of ensuring annual compliance with the San Francisco Commuter Benefits Ordinance suggested that only a small number of firms in San Francisco (about 12 percent of those surveyed) are offering any form of parking subsidy*.
- **Barriers to parking are already high in San Francisco.** Between concerns about cost and disinterest in reducing parking demand, the study results suggest that voluntary parking cashout may be challenging in a dense place like San Francisco where parking prices are already high and few employers offer free or subsidized parking, and are therefore reluctant to change company parking benefit policies. This echoes findings from a cashout pilot program in downtown Seattle that saw limited employer participation despite significant subsidies and implementation assistance. Like downtown San Francisco, downtown Seattle's parking supply is constrained, prices are high, and relatively few employers offer free or subsidized parking to all employees.

**OF THE SF FIRMS
SURVEYED WITH 20+
EMPLOYEES, 12%
OFFER SOME SORT OF
PARKING SUBSIDY***



“We need more public education to get the word out there [about the costs of driving]. People don’t think about insurance, cost of maintenance... only the toll. This is the real cost and this is the real impact of it. ...The environmental message is not coming through. Changing habits can be hard, especially for the abstract good.”

- Employer with large office in SF

This pilot project was more fully documented in separate paper, *The Challenge of Soliciting Voluntary Participation in Parking Cashout: Lessons from San Francisco*. This paper will be available on the SFCTA web site: www.sfcta.org/tdm

RECOMMENDATIONS

- **Provide technical assistance on parking cashout to interested employers.** Based on these findings, voluntary wide-scale implementation of parking cashout by employers does not appear feasible. Instead, the city could provide technical assistance to interested employers as they request it.
- **Integrate parking cashout into holistic trip reduction programs.** Rather than focusing on parking cashout as a standalone program, city policies could integrate the program into a more holistic trip reduction approach with performance standards.
- **Consider partnerships for enforcement.** Enforcement of parking cashout is possible and is the responsibility of the Air Resources Board. Enforcement may be labor intensive given the challenge of identifying employers subject to the law. San Francisco could seek local legislation to strengthen the parking cashout law to make it more enforceable. Additionally, San Francisco could better enforce existing parking unbundling requirements to ensure the success of any future parking cashout programs.
- **Use more accessible language.** “Parking cashout” is an unfamiliar term to many, and future program implementation should include techniques for messaging and communicating with employers and commuters.

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.

**Based on the responses of the 964 employers with 20+ employees that submitted compliance forms by the deadline.*



Fact Sheet

SFMTA Commuter Shuttles Policy and Pilot Program

The number of privately operated shuttles in San Francisco has grown quickly in recent years. Rapid growth may continue, as many of these shuttles connect employees who live in San Francisco with employers to the south and within San Francisco, and as San Francisco's and the region's Commuter Benefit Ordinances offer provision of shuttles as one option for compliance. The SFMTA, with support from the Interagency TDM Partnership Project, worked with commuter shuttle providers and Muni to develop a proposal to test sharing a limited pilot network of selected Muni zones with permitted commuter shuttles.

Shuttles support important citywide and regional goals by decreasing drive-alone trips. But they also have impacted Muni and other roadway users since they frequently used Muni zones or double-parked to load passengers. This pilot is intended to test allowing permitted shuttles to use a limited network of approved zones, with the hope that including only specific zones, providing guidelines for shuttle loading and unloading, and focused enforcement will improve shuttle interactions with other users, while supporting safety and congestion reduction.

APPROACH

Developing and launching the Commuter Shuttles Pilot program involved a number of steps:

- Defining principles in consultation with shuttle sector members
- Evaluating impacts of existing shuttle operations on Muni and other users
- Evaluating transportation and environmental benefits of existing shuttle operations in San Francisco
- Developing a proposed policy framework
- Calculating the costs of administering the program and developing a fee to cover the costs. The current fee is set at \$3.55 per shuttle stop event per day.
- Legislating a pilot to test the policy for 18 months
- Identifying preferred shuttle loading and unloading locations and issuing permits and placards to approved shuttle service providers
- Communicating during launch of pilot and providing on-going feedback avenues
- Collecting data to evaluate the pilot

Findings from the pilot will inform a longer-term approach to commuter shuttles in San Francisco.

WHY COMMUTER SHUTTLES MATTER

Data collected by ICF, MTC's consultant for the Bay Area Climate Initiative Grant, indicates that at least 17,000 San Francisco commuters take employer shuttles to work each day, and MTC sees these shuttles as a key component of the region's commute traffic system.

"We as a region are better off by having a variety of ways to get around," said Egon Terplan, SPUR's regional planning director.

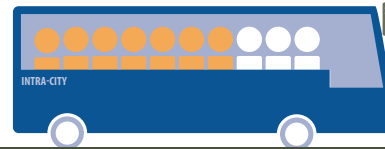
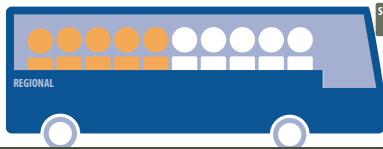
TDM

Transportation Demand Management (TDM) is a suite of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.

Image: Liz Hafalia, The Chronicle

REDUCTION IN PRIVATE VEHICLE TRIPS

Nearly half of all regional shuttle riders and 27 percent of all intra-city shuttle riders surveyed reported that they would drive alone for their commute if they did not have access to the shuttle service.



Annual reductions of
at least **43 million vehicle miles traveled** and
8,500 tons of greenhouse gas emissions
are associated with shuttle operations.

Data provided from consultant survey of shuttle riders and shuttle service providers

RESULTS AND LESSONS LEARNED

The pilot program was launched on August 1, 2014 and will run for an 18-month period. As of January 15th, 2015, SFMTA had approved more than 100 designated shuttle stop location. The successful launch of the program can be attributed to several factors including:

- The effort began with a clear definition of problems, goals, evaluation needs, and questions.
- The effort established consensus principles with shuttle sector members, such as safety and priority for Muni operations, and served as the foundation of the policy.
- Private shuttle operators' need for reliable and safe loading zones led them to apply for permits.

Challenges to the establishment of the pilot program included:

- Reaching agreement with the private shuttle sector about sharing operational data with the SFMTA, which is a critical component of the program and will allow the SFMTA to better understand shuttle operations, monitor participants' compliance and address problems. This became one of the terms of the permits.
- Establishing a network that minimizes impacts on Muni while leveraging existing Muni zones.

ONGOING AND NEXT STEPS

The purpose of the pilot program is to test an approach to manage and regulate commuter shuttle loading activities, and to measure the effectiveness of this approach. The SFMTA is conducting a thorough evaluation of the pilot program, including before- and during-pilot observations of select zones, auditing GPS data of shuttle operations, analyzing feedback, tracking citation and collision reports, and tracking actual costs to answer the following questions:

- Does managing commuter shuttles by allowing sharing at certain Muni stops reduce conflicts for Muni and other users?
- What enforcement is needed to effectively regulate shuttles, given a permit program framework?
- What are the actual labor and capital needs to accommodate commuter shuttles within San Francisco?

Findings from this 18-month pilot program will inform a longer-term proposal for managing commuter shuttles in San Francisco.

CONTACT US

For more information about the Commuter Shuttles Pilot, visit <http://www.sfmta.com> or contact Carli Paine at 415.701.4469 or carli.paine@sfmta.com.

For more information about the TDM Partnership Project, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



TDM Interagency Strategy

Infrastructure alone (bicycle lanes, sidewalks, and transit) is not sufficient to achieve the City's goals for increasing the share of trips made by biking, walking, and riding mass transit. Transportation Demand Management (TDM) strategies that reduce drive-alone trips and increase overall regional mobility are also needed.

The TDM Partnership, an effort of the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department (DCP), and SF Environment (SFE), jointly developed and coordinated a strategy to ensure an effective approach to TDM in San Francisco. The Interagency TDM Strategy identifies shared goals and priority activities for the coming five years.

APPROACH

The TDM Partnership began by analyzing the current policies, programs, and practices that make up TDM in San Francisco now. It then reviewed the universe of potential TDM efforts. Staff completed a literature review and interviews with TDM experts from across the country to identify the most promising TDM measures. Examples of assessed TDM measures included pricing policies, HOV lanes, employer and residential outreach programs, bulk transit passes, parking management, carsharing, bikesharing, and others.

As part of the analysis, the team also analyzed the major sources of single occupant vehicle travel in San Francisco. Findings suggest that San Francisco residents' and employees' commute trips generate the most single-occupancy vehicle driving trips in San Francisco (approximately 200 million single-occupant commute trips annually). Because regional commuting occurs within congested periods and locations, this compounds its environmental effects and impacts the most congested transit routes.

WHY SAN FRANCISCO NEEDS TDM

A robust suite of TDM measures is critical to support sustainable trip-making to achieve San Francisco's clean air and climate change goals. Measures are also needed to address the transportation system challenges associated with planned population and employment growth.

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



The Interagency TDM strategy recommends the initiation of a comprehensive neighborhood-based residential and employer program.



The Interagency TDM Strategy recommends implementing a TDM framework for growth to reduce single-occupancy trips associated with new development.

RESULTS

San Francisco residents' and employees' commute trips are the most significant generator of single-occupancy vehicle driving, and usually occur at peak congestion times periods and locations, compounding impacts on crowded transit routes and air pollution.

The TDM Partnership compared effectiveness, impact, and cost of scored TDM measures and identified priority policies, programs, and enforcement measures for San Francisco. These include existing measures that may be expanded, innovative pilot projects, and new practices. Overall, regulatory policies and pricing (e.g. parking pricing, congestion pricing) were found to be the most cost effective TDM measures. The analysis also revealed several gaps and opportunity areas for San Francisco's TDM programs, described below.

RECOMMENDATIONS

- **Speak in a unified voice.** San Francisco's TDM programs have historically been isolated; agencies should coordinate to present a unified program and brand.
- **Programs should be comprehensive.** Reinforce desired travel behavior changes through multiple channels, including residences and worksites.
- **Provide high-quality, user-friendly transportation options.** Effective TDM programs rely on alternatives to the automobile and transit capacity constraints must be addressed.
- **TDM programs and services should be supported by strong, enforceable policies.** Continue to study or pilot policies such as congestion or parking pricing to gauge support for ongoing implementation.
- **Enforce existing and future regulation.** Enforcing existing developer TDM commitments is critical for the future.
- **Pursue comprehensive, systematic evaluation and report on the effectiveness of city TDM programs.** Begin a bi-annual, outcomes-based evaluation of city TDM programs.
- **Prioritize new ideas for projects or programs.** The TDM Interagency Strategy outlined a five-year program, with recommendations grouped according to priority: core (essential), priority, and supportive.



Inter-Agency
Transportation Demand Management
Strategy

The Interagency Transportation Demand Strategy is available upon request.

CONTACT US

For more information, contact John Knox White at 415.701.4473 or john.knoxwhite@sfmta.com

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Rachel Hiatt – Interim Co-Deputy Director for Planning *RH*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adopting the Transportation Demand Management Partnership Project Final Report Factsheets

Summary

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

BACKGROUND

The Transportation Authority is the lead agency for the San Francisco Transportation Demand Management (TDM) Partnership Project (Partnership Project), which launched in early 2012. The intent of the Partnership Project is to coordinate and streamline transportation demand management policy efforts in San Francisco, and offer a forum for employers and other organizations to explore and implement priority TDM strategies of mutual interest. The Partnership Project is a collaboration of the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment, and the San Francisco Planning Department. The project is funded by a grant of federal Congestion Mitigation and Air Quality Improvement Program funds through the Metropolitan Transportation Commission's Bay Area Climate Initiative. Local matching funds are provided by both Prop K sales tax funds and the county-share (Transportation Authority-programmed) Transportation Fund for Clean Air.

DISCUSSION

The grant-funded Partnership Project scope of work is now complete, and the Transportation Authority has prepared a series of factsheets summarizing the four focus areas funded through the grant. These included the following:

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort aimed to engage and provide technical assistance to employers to offer parking cashout as a replacement of free parking with incentives for sustainable commute alternatives. Few employers are interested in parking cashout as a standalone voluntary program; instead, city policies could integrate parking cashout into holistic performance-based trip reduction programs.
- **Commuter shuttle pilot program:** SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August 2014 and will run for 18 months, after which SFMTA will be sharing a full program evaluation.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

The summary factsheets document each of these pilot projects in greater detail, including the approach used, findings/lessons learned, and recommendations for San Francisco or other agencies interested in implementing similar efforts in their jurisdictions. A first overview factsheet summarizes the overall recommendations, and include the following:

- Regulatory policies may be needed for widespread, sustained change. The pilot projects demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- Identify employers or institutions that have an internal champion. Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- Improve business outreach and marketing techniques for voluntary programs. Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- Use existing collaboration structures where possible. Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.

- Consider, account for and communicate possible risks with target audiences. Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- Carefully consider administrative requirements for implementation. Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- Define specific criteria to guide future TDM efforts. Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

These lessons learned are informing development of future employer engagement and outreach programs, and have already led to a number of successful follow-on efforts, including a sustainable travel marketing partnership with a Mission Bay employer, and launch of a series of flexible work schedule/telework encouragement workshops held in partnership with the San Francisco Chamber of Commerce. We will continue to work with agency partners to build on and expand the relationships with institutional and private sector partners catalyzed by the Partnership Project.

The Partnership Project also laid the groundwork for strong ongoing coordination among the city agencies responsible for TDM, and agencies continue to collaborate on several work program items, including a toolbox of TDM measures for new development, a residential outreach pilot program, and others. Agency directors strongly support a coordinated approach and recently met to hear staff reports on TDM activities, while directing them to continue collaboration on annual work programming and delivery of TDM projects.

ALTERNATIVES

1. Recommend adopting the TDM Partnership Project Final Report Factsheets, as requested.
2. Recommend adopting the TDM Partnership Project Final Report Factsheets, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation. One CAC member expressed concern about frequent use of Muni stops without a permit. The CAC asked staff to schedule a presentation on SFTMA's evaluation of the Commuter Shuttles Pilot Program as soon as the draft evaluation is available to the public.

FINANCIAL IMPACTS

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend adopting the TDM Partnership Project Final Report Factsheets.

Attachment:

1. TDM Partnership Project Final Report Factsheets