



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, October 25, 2016; 11:00 a.m.  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Wiener (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Peskin, Tang and Yee

**Clerk: Steve Stamos**

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| 1. Roll Call   |             |
| 2. Chair's Report – <b>INFORMATION</b>   |             |
| 3. Executive Director's Report – <b>INFORMATION</b>  |             |
| 4. Approve the Minutes of the September 27, 2016 Meeting – <b>ACTION*</b>  | <b>3</b>    |
| <b>Items from the Finance Committee</b>  |             |
| 5. Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions – <b>ACTION*</b> | <b>11</b>   |
| <b>Items from the Plans and Programs Committee</b>   |             |
| 6. Allocate \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>   | <b>17</b>   |
| 7. Approve the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – <b>ACTION*</b>   | <b>55</b>   |
| 8. Approve San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – <b>ACTION*</b>   | <b>73</b>   |
| <b>Other Items</b>   |             |
| 9. Introduction of New Items – <b>INFORMATION</b>  |             |
| 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.  |             |
| 10. Public Comment   |             |

## Board Meeting Agenda

## 11. Adjournment

## \* Additional materials

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 27, 2016

### 1. Roll Call

Chair Wiener called the meeting to order at 11:08 a.m.

**Present at Roll Call:** Commissioners Avalos, Breed, Cohen, Kim, Mar, Peskin, Tang and Wiener (8)

**Absent at Roll Call:** Commissioners Yee (entered during Item 2), Campos and Farrell (entered during Item 3) (3)

### 2. Chair's Report – INFORMATION

Chair Wiener reported that the city's transportation charter amendment revenue measure and proposed sales tax increase had been placed on the November ballot as Propositions J and K. He noted that both measures would require a majority vote to pass. He said that the counties of Contra Costa, Santa Clara, and Los Angeles had also placed local sales tax measures on the ballot, and that BART's regional bond measure would be on the ballot in the three BART counties of San Francisco, Alameda, and Contra-Costa. He said that all of these measures were needed because the region's streets and transit systems continued to require repair and investment and that we could no longer wait for the state and federal government to help with funding. He said that Plan Bay Area indicated that over 50% of the transportation investment in the region through 2040 would be provided by local sources and had been increasing in prior years, which demonstrated that this approach was working. He said that counties like San Francisco had successfully delivered voter-approved projects of all sizes using local funds to plan projects and get them "grant ready" so that they could compete for and capture public grants and leverage private funds.

Chair Wiener said that to help identify the best use of new funds, the Transportation Authority was working in conjunction with the Planning Department, San Francisco Municipal Transportation Agency, and other agencies to develop long-range transit plans. He said this included the Subway Vision, which was legislation he sponsored to call for a subway master plan which was passed by the Board of Supervisors the year prior. He said he was pleased to see the outreach conducted for the study over the summer and to hear about the enthusiastic response from the public on where the city should build new rail lines. He noted that staff had received over 2,500 responses from across the city and region and that he looked forward to seeing a progress update on the study at the Transportation and Land Use Committee in October. He said that as the city plans its next rail lines, he was also glad to see the Transportation Authority partner with other agencies on innovative shorter term solutions to reduce crowding on the region's busy systems, including various incentives. He said the BART pilot program titled BART Perks incentivized passengers to shift their trip to a less busy time, such as before or after the morning

peak rush hour, and in return passengers earned points and cash prizes on their Clipper fare card through an online game. He noted that the program already had 16,000 sign ups and distributed nearly \$29,000 in rewards to riders and that he was optimistic about the results.

There was no public comment.

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

Maria Lombardo, Chief Deputy Director, presented the Executive Director's Report.

There was no public comment.

**4. Approve the Minutes of the July 26, 2016 Meeting – ACTION**

There was no public comment.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

**Items from the Vision Zero Committee**

**5. Approve a Resolution Urging the League of California Cities to Adopt and Implement Vision Zero Strategies and Initiatives for Eliminating Traffic Deaths and Severe Injuries and to Prioritize Traffic Safety Throughout California – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

**Items from the Plans and Programs Committee**

**6. Reappoint Santiago Lerma and Appoint Shannon Wells-Mongiovi to the Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**7. Amend the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee (11)

**8. Allocate \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to**

### **the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Commissioner Peskin suggested that the Board temporarily remove the \$6.774 million allocation for additional studies and design work for Phase 2 of the Transbay Transit Center/Downtown Rail Extension (TTC/DTX) project. He said that since there were several studies related to the project in progress such as the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) study, and given that the project would require the acquisition of additional properties among other uncertainties, the Board should have more time to consider and discuss the request. He stated that the city should go into Phase 2 of the project knowing what the alignment will be and the potential impacts to the downtown area, since there could be a better way than the proposed cut-and-cover method.

Commissioner Campos said that he had a number of questions regarding the request and wanted to have a better understanding of what the Transportation Authority's oversight of the project was. He noted that the project had a long history of issues, one of which was the Transbay Joint Powers Authority's acceptance of the Transportation Authority's oversight, but that he recognized that was no longer an issue. He said that given the existing litigation and uncertain liabilities around the Millennium Tower, the Board should make sure the project is handled properly and said he would support continuing the allocation request.

Commissioner Kim stated that she would also support continuing the allocation request, but asked how long the \$6.774 million would be held and what the specific expectations would be to release the funds.

Commissioner Peskin said that he would like the allocation request to go back to the Plans and Programs Committee (PPC) at its October meeting to be able to hear from the Mayor's Transportation Advisor. He said he would like to use that as an opportunity to have a more in-depth conversation about the alternative alignments, the project cost, and about the number of properties that would need to be acquired. He noted that at the September PPC meeting there was a high-level discussion about venting structures that would require property acquisitions but that more information would be available from the RAB study over the coming months. He said there should be definitive answers to these questions by November so the allocation request should not be delayed past the November Board meeting.

Commissioner Kim noted that TJPA staff were present and asked whether TJPA staff agreed with bringing the allocation request back to the PPC, whether TJPA would have definitive answers to Commissioner Peskin's questions by that time, and if there would be an impact to the project from delaying the \$6.774 million allocation.

Mark Zabaneh, Interim Executive Director at TJPA, requested that the Board not delay the allocation request and noted that the TJPA was working in close partnership with the Transportation Authority and the Metropolitan Transportation Commission (MTC) to deliver Phase 2 of the project. He said that with the Board's support, Phase 1 of the project was fully-funded and construction was on track to be completed by December 2017, with bus operations commencing shortly thereafter. He said TJPA's focus had now shifted to Phase 2 of the project and that he had presented a road map to deliver Phase 2 along with a funding plan at the June 2016 Board meeting. He said the road map aimed to have trains arriving at the TTC in late 2025/early 2026. He said the plan moving forward was to take the project design to 30% completion, which would allow TJPA to develop a bottom-up cost estimate for construction and to determine right-of-way impacts which would help in responding to Commissioner Peskin's questions. He added that the TJPA had to move design to 30% completion in order to determine

which properties would be impacted and if they would be impacted by temporary or permanent construction easement or property acquisition. Mr. Zabaneh said that no property acquisition would take place as part of this allocation request, and that it was purely to move design forward in order to properly set the scope, conduct a bottom-up cost estimate for construction, update ridership figures to confirm estimates for passenger facilities charges, and to update the program cost estimate and conduct a risk assessment. He said TJPA needed to do a risk assessment after 30% design was completed in order identify risks and provide the proper amount of program reserves and contingencies. Regarding Commissioner Campos' concerns, he said the TJPA fully intended to move forward in close partnership with the Transportation and MTC and in strong coordination with the region, as the estimated \$4 billion project would not be delivered by a single agency. He said if the funds were not allocated and design was not moved to 30% completion then he was afraid that project momentum would be lost and the impacts could be significant. He said TJPA had updated MTC and its federal partners on the funding plan and he had recently attended meetings with Build America on the possibility of federal loans to fully-fund DTX.

Commissioner Kim asked if TJPA would be able to answer Commissioner Peskin's questions by the October PPC meeting. Mr. Zabaneh replied that TJPA would be happy to meet with Commissioner Peskin regarding his concerns and that a lot of the questions would be answered as the project developed.

Chair Wiener noted that the question was whether TJPA would have answers to Commissioner's Peskin's questions by the October PPC meeting. Mr. Zabaneh replied that without the \$6.774 million allocation, TJPA would not be able to fully answer the questions in a months' time. He said that some of the questions regarding the cost estimate and right of way acquisitions could not be answered without the 30% design being completed.

Commissioner Tang stated that she disagreed with delaying the allocation request because based on Mr. Zabanah's responses at the September PPC meeting the funds were needed to address many of the questions that were raised, and that she would likely support approving the funds in order to get the project to 30% design.

Commissioner Campos said that the concerns raised by Mr. Zabaneh about not receiving the funds as planned made him question whether the TJPA was in fact accepting of the Board's oversight role. He noted that as MTC Commissioners, he and Chair Wiener had strongly advocated for the project and that the City and County of San Francisco had bailed out the Phase 1 of the project with additional funding so he was dismayed that TJPA was not more willing to respond to the Board's questions. He said if the Board has asked similar questions about Phase 1 of the project then the city would not be in its current position, and that he would continue to support delaying the funds and would echo his concerns at the MTC Commission if the TJPA's approach did not change.

Commissioner Peskin noted that the Board had voted to approve over \$250 million in commercial paper to bail out the project and said that many of the questions being asked should not require \$6.774 million to answer. He questioned why the project would need to be at 30% design if the alignment had not yet been decided and said the TJPA was again putting the Board in a difficult position and that the Board needed to have an open dialogue about the project so that the city wouldn't end up in a similar position in the future with cost overruns for Phase 2. He noted that Phase 2 of the project was not fully-funded, in part, because some of its funds had to be used to cover cost overruns from Phase 1. He questioned why a month or two delay in funding would significantly impact DTX if it had been dormant for the past three years, and noted that Executive

Director Tilly Chang had assured him prior to the September PPC meeting that the delay would not be an issue.

Commissioner Avalos asked Transportation Authority staff whether oversight had been an issue, whether a month or two delay of the funding would impact the project, and whether there was a portion of the \$6.774 request that could be delayed in order to continue advancing the project. Maria Lombardo, Chief Deputy Director, replied that on Phase 1 of the project the Transportation Authority had attempted to do oversight but was not permitted to do real oversight by TJPA, but that had changed for Phase 2. She said attached to the allocation request for the \$6.774 million was an oversight protocol modeled off of what had successfully been used on the Central Subway project and similar to what the Board had just approved for the Caltrain Electrification project. She noted that TJPA had invited other DTX funding partners to participate in oversight, as well.

Commissioner Avalos asked what portion of the overall funding for the project would be provided by the Transportation Authority. Ms. Lombardo said she didn't have the exact numbers on hand, but for Phase 2 she believed the amount programmed was approximately \$12 million and therefore a very small percentage compared to the estimated \$4 billion cost for DTX. She confirmed Mr. Zabaneh's description of the scope of work for the proposed request which was primarily intended to bring all of the project elements to 30% design, including new elements such as the BART/MUNI underground pedestrian connector. She said this would enable a bottom-up cost estimate to verify the \$4 billion cost, which was estimated by MTC through its cost review. Ms. Lombardo said that in terms of project delay, a month or two would not have significant impacts and that it was more a question of when the Board would be comfortable in allowing the funds to be released. She observed that one challenge to providing all the answers in a month or two time was that the RAB study would not have cost estimates for alternative alignments until possibly December, and therefore the city would not likely have a preferred alternative by that time. Ms. Lombardo said that the Board could approve a portion of the \$6.774 request, if desired. She noted that there was a special condition attached the allocation request form that acknowledged the other studies related to the project and that gave to the Board the ability, if it were to approve the allocation, to stop work at any time and renegotiate the scope of work if the Board identified a preferred alternative alignment. She estimated that about 85% of the \$6.774 million of the proposed request would go towards work that needed to be done regardless of the alignment chosen, such as fitting out the train box and underground pedestrian connector, but that 15% of the funds would be lost if another alignment was chosen.

Chair Wiener noted that 15% of the \$6.774 million would equate to approximately \$900,000 and asked for clarification about what work would be funded with the other 85%. Ms. Lombardo replied that the TJPA had recently completed a supplemental environmental impact report which modified some of the project elements that had previously been at 30% decision, and had also added some new project elements. She noted that during MTC's cost review, several MTC Commissioners from the East Bay had strongly supported including the BART/MUNI underground pedestrian connector as part of the project scope, which was previously not included, and therefore the funding would bring that element up to 30% design. She said another element that was previously at 30% design was an underground station at 4<sup>th</sup> and King Streets, but at the city's request TJPA had agreed to move the station to under Townsend Street in order to allow for potential redevelopment of the Caltrain yard, which would require redesign of the station.

Commissioner Campos said that the Board was better off getting more information before

releasing the funds and noted that the TJPA had the opportunity to address some of these questions between PPC and Board. He stated that an issue he had with the project was the attitude that the work should proceed even if a different alignment was chosen and that losing 15% of an allocation added up over time and could lead to similar cost overruns as Phase 1. He said that Phase 2 was much more expensive than anticipated and because of that the Board needed to provide better oversight and ensure taxpayer dollars were being spent properly. He added that if \$6.774 million was going to significantly impact a \$4 billion project then it demonstrated poor management and oversight.

Commissioner Breed stated that when the allocation request was discussed at the September PPC meeting there were a number of questions raised but it was forwarded to the Board with the expectation that many of the questions would be addressed. Commissioner Breed noted the proposed higher level of oversight for Phase 2, but she said the questions should be able to be answered prior to the funds being released and that there was a need for more communication with the Board regarding a project of this magnitude.

Commissioner Kim asked that Transportation Authority staff work with Commissioner Peskin on creating a list of deliverables that the Board should expect from TJPA. She said it was clear that not all of the questions raised would be answered by the October PPC meeting but there was a definite need for greater discussion. She said unfortunately TJPA had been caught in the middle of city departments and other agencies raising questions about other alignments after the environmental impact report had been completed for the current alignment. She said that if there was a better alignment the city should study it, and that if it required putting the line underground it needed to be done the right way even if it would take a little longer to complete. She said eventually the Board would need to release the funds because the 30% design was important in answering many other questions.

Mr. Zabaneh said that the funds were needed to compile technical data to answer some of the questions asked but that TJPA would continue to work with the Board to make sure the questions were addressed prior to the funds being requested. He said TJPA fully intended to move forward with Phase 2 differently than Phase 1, in collaboration with the Transportation Authority and MTC, and that staff would have full access to TJPA staff and data.

Chair Wiener noted that Commissioner Peskin's motion was to send the allocation request back to the October PPC but that it was later proposed to continue the item to a later Board meeting, and asked for clarification. Commissioner Peskin stated that the motion was to remove the \$6.774 million allocation request and send that portion back to the October PPC meeting.

Chair Wiener stated that he had been critical of TJPA and its management of the project but that it was also critical to move forward with Phase 2. He said that even with the uncertainty around the alignment, the majority of the allocation request was needed regardless of the alignment chosen and therefore the Board should approve the request in order to keep the design process moving forward. He said he recognized Commissioner Peskin's perspective but that he was concerned with what action would be taken at the October PPC meeting, and that he would like his office to be involved in forthcoming discussions about the questions that were asked.

During public comment, Otto Duffy stated that he was a resident of Eddy Street and was concerned about an action proposed to be funded through this request to lower the traffic capacity on both Eddy and Ellis Street. He said the study that this action was based on was completed in 2005 and that there had been a lot of changes in traffic capacity and neighborhood features since that time. He noted that between 1,800 and 2,000 residents lived on Eddy Street between



Leavenworth and Mason Streets and that if the traffic capacity was reduced to one lane in either direction there would be significant traffic impacts. He said that there was often double parking on the street and a lot of drop-offs and pick-ups, in addition to the 31-Balboa Muni line, which would lead to a lot of congestion. He said there was a lot of need for the two lanes on Eddy Streets in the direction of Leavenworth Street because a lot of people used that route to get to Market Street. He requested that the Board delay the allocation request and that another study be conducted.

Rob Birmingham commented that he supported the motion to delay allocating the funds for the DTX project. He said he was a stakeholder of the project in that he owned five parcels of property on the corner of 2<sup>nd</sup> and Howard Streets. He said it was obvious the project would move forward but that there should be more consideration given to which route DTX would take, and that it should not be done at all cost or as quickly as possible. He noted there was the railyard area which could be developed and two stadiums that could be served better by a different alignment. He added that he was an engineer by profession and disagreed with TJPA's argument that they had to move to the 30% design phase quickly or else the project would be impacted. He noted that DTX was much more complex than the Transbay Transit Center and so the city needed to take its time to get it right.

Commissioner Avalos asked staff to address Mr. Duffy's concern. Ms. Lombardo replied that the Ellis and Eddy project's main purpose was to calm traffic and improve safety consistent with the City's Vision Zero goals. She said that the scope did not involve lane reduction, but would convert the one-way streets to two-way traffic.

Commissioner Peskin moved to amend the item to defer the \$6,774,400 allocation request to the TJPA for the Downtown Rail Extension back to the Plans and Programs Committee for additional consideration, seconded by Commissioner Campos.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Farrell, Kim and Peskin (7)

Nays: Commissioners Mar, Tang and Wiener (3)

Absent: Commissioner Yee (1)

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

Ayes: Commissioners Avalos, Breed, Campos, Farrell, Kim, Mar, Peskin, Tang and Wiener (9)

Absent: Commissioners Cohen and Yee (2)

## Other Items

### 9. Introduction of New Items – INFORMATION

There was no public comment.

### 10. Public Comment

During public comment, Andrew Yip spoke about self-nature.

Otto Duffy commented that the city was not providing an adequate forum to explore issues that had surfaced over the past several years. He questioned whether there was a better way to use the funds allocated during Item 8 towards pedestrian safety, and cited improvements recently made at

the intersection of McAllister and Leavenworth Streets that did not fully address the safety concerns of residents.

**11. Adjournment**

The meeting was adjourned at 12:12 p.m.

RESOLUTION EXECUTING A MEMORANDUM OF AGREEMENT WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY FOR THE YERBA BUENA ISLAND VISTA POINT OPERATION SERVICES IN AN AMOUNT NOT TO EXCEED \$500,000 THROUGH DECEMBER 31, 2018 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and

WHEREAS, In anticipation of the new Eastern Span bicycle/pedestrian path extension to YBI expected to be completed in October 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area; and

WHEREAS, These improvements would provide a temporary larger, more amenable Vista Point type setting, including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk; and

WHEREAS, The Vista Point improvements would be delivered by the Transportation Authority in partnership with the Bay Area Toll Authority (BATA), with BATA responsible for designing the facility and the Transportation Authority responsible for constructing the improvements; and

WHEREAS, The Transportation Authority is negotiating a Memorandum of Agreement with TIDA to utilize TIDA's existing resources to provide janitorial, landscape maintenance, security, and



other services for the Vista Point area, and to compensate TIDA for these service expenses; and

WHEREAS, The Transportation Authority will reimburse TIDA for a total amount not to exceed \$500,000 for these service expenses through December 31, 2018; and

WHEREAS, The total estimated cost for these improvements is \$2 million, with BATA providing \$1 million of Toll Bridge Funds and the Transportation Authority providing \$1 million of Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds from the capital construction phase contingency line item for the I-80/westbound on and off ramps project; and

WHEREAS, At its September 28, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 11, 2016 meeting, the Finance Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute a memorandum of agreement with TIDA for the YBI Vista Point operation services in an amount not to exceed \$500,000 through December 31, 2018; and be it further

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

RESOLVED, That for the purposes of this resolution, “non-material” shall mean agreement terms and conditions other than provisions related to the overall 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 agreement and agreement amendments 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:** 10.05.16 **RE:** Finance Committee  
October 11, 2016

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

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **ACTION** – Recommend Executing a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and Authorizing the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions

## Summary

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle/pedestrian path to YBI. In anticipation of the new bicycle/pedestrian path extension expected to be completed in mid-October 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with the Bay Area Toll Authority (BATA). BATA will be responsible for designing the facility while the Transportation Authority will be responsible for constructing the Vista Point improvements. Vista Point construction work is targeted for completion in November 2016. The Vista Point improvements are planned to be in service until December 31, 2018, or until the realigned and reconstructed Macalla Road (constructed by TIDA) is completed, whichever occurs first.

## BACKGROUND

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle/pedestrian path to YBI. In anticipation of the new Eastern Span bicycle/pedestrian path extension to YBI expected to be completed in mid-October 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more

amenable Vista Point type setting (on U.S. Coast Guard property – Quarters 9), including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk.

## DISCUSSION

The purpose of this memorandum is to seek a recommendation to execute a Memorandum of Agreement with TIDA for the YBI Vista Point operation services.

The Transportation Authority has been actively coordinating with Caltrans, the Bay Area Toll Authority (BATA), TIDA, and the U.S. Coast Guard to ensure proper synchronization of all related construction efforts. The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a change order to the I-80 YBI East Side Ramps project). Vista Point construction work is scheduled for completion in November 2016. The Vista Point improvements are planned to be in service until December 31, 2018, or until the realigned and reconstructed Macalla Road (constructed by TIDA) is completed, whichever occurs first. The total estimated cost for these improvements is \$2 million. BATA will provide \$1 million of Toll Bridge Funds for its share of the cost and the Transportation Authority's \$1 million share will be funded with Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds from the capital construction phase contingency line item.

The Transportation Authority is negotiating a Memorandum of Agreement with TIDA to utilize TIDA's existing resources to provide janitorial, landscape maintenance, security, and other services for the Vista Point area, and to compensate TIDA for these service expenses. The Transportation Authority will reimburse TIDA for a total amount not to exceed \$500,000 for these service expenses through December 31, 2018.

## ALTERNATIVES

1. Recommend executing a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and authorizing the Executive Director to negotiate payment terms and non-material agreement terms and conditions, as requested.
2. Recommend executing a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and authorizing the Executive Director to negotiate 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 was briefed on this item at its September 28, 2016 meeting and adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

Budget for services identified in the proposed Memorandum of Agreement will be provided by BATA Toll Bridge Funds, through a separate agreement between the Transportation Authority and BATA, and

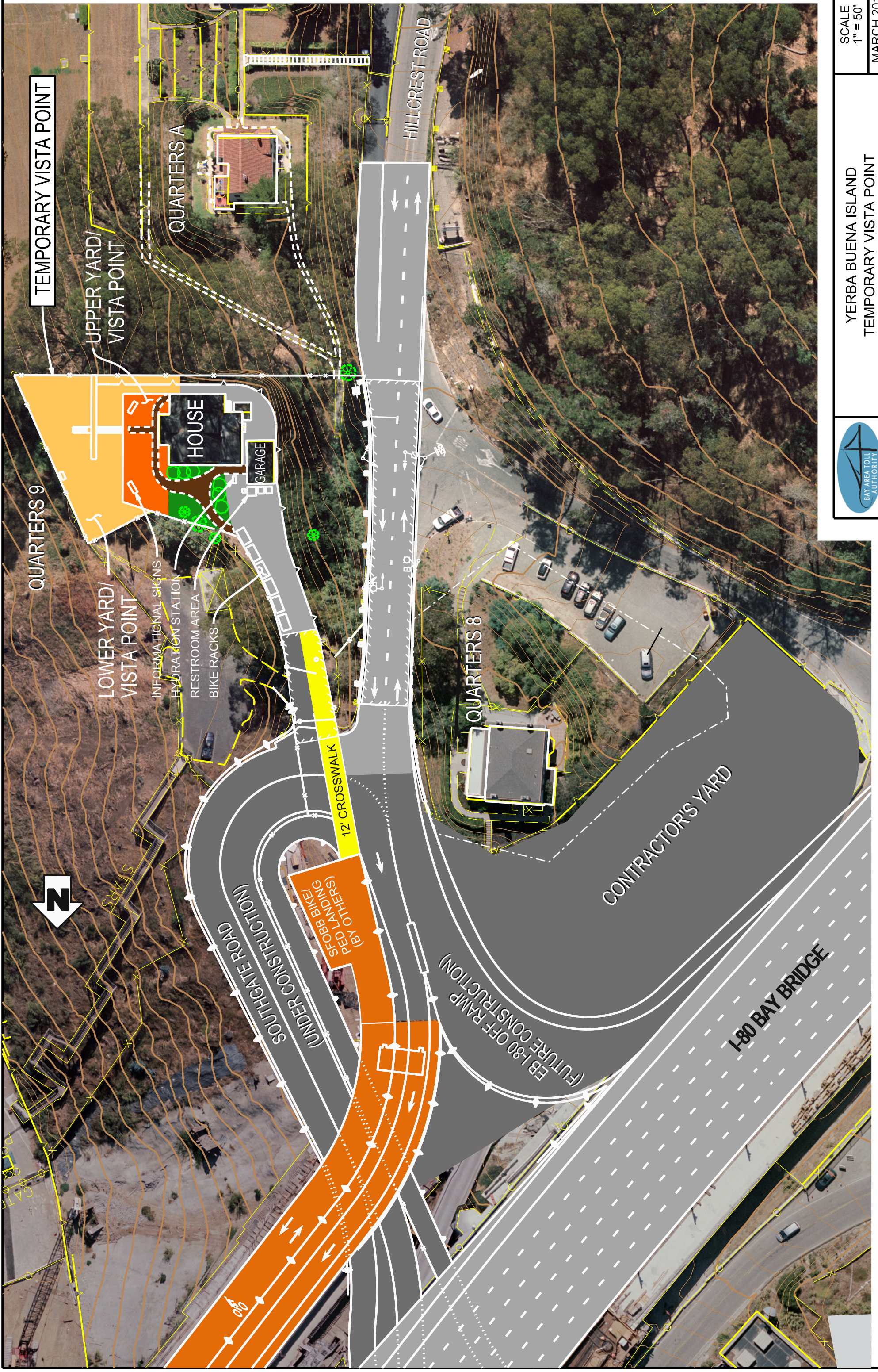
Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds, awarded to the Transportation Authority from Caltrans. The first year's activities of the proposed agreement will be included in the Transportation Authority's FY 2016/17 mid-year budget amendment. Sufficient funds will be included in future budgets to cover the cost of this agreement.

#### **RECOMMENDATION**

Recommend executing a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and authorizing the Executive Director to negotiate payment terms and non-material agreement terms and conditions.

#### Attachment:

1. Map of Yerba Buena Island Vista Point Improvements



YERBA BUENA ISLAND  
TEMPORARY VISTA POINT

SCALE  
1" = 50'  
MARCH 2016



RESOLUTION ALLOCATING \$12,713,969 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received two Prop K requests totaling \$12,713,969, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Facilities–Muni and Curb Ramps Prop K Expenditure Plan categories; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the Fall Protection project requires a 5YPP amendment as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$12,713,969 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2016/17 budget to cover the proposed actions; and



WHEREAS, At its September 28, 2016 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 11, 2016 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 amends the Prop K Facilities - Muni 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$12,713,969 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 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 attached 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 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 Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (2)

## Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	20	SFMTA	Fall Protection	\$ 11,950,000	\$ 11,950,000	NA	0%	Construction	Citywide
Prop K	41	SFPW	Curb Ramps <sup>5</sup>	\$ 763,969	\$ 763,969	45%	0%	Construction	2, 5, 6, 7, 8, 9, 10
<b>TOTAL</b>				<b>\$ 12,713,969</b>	<b>\$ 12,713,969</b>	<b>3%</b>	<b>0%</b>		

## Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

<sup>3</sup> "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%.

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

<sup>5</sup> Curb Ramps - While there is no leveraging of Prop K construction funds for the proposed project, SFPW covered designed costs (about 14% of the total project cost with Transportation Development Act funds.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20	SFMTA	Fall Protection	\$ 11,950,000	Requested funds will be used for construction of California Occupational Safety and Health Administration compliant worker fall protection systems at six transit fleet maintenance facilities, including: Potrero (trolley coaches); Cameron Beach (historic streetcars); Muni Metro East, Curtis L. Green and Duboce (LRVs); and the Cable Car Barn. The project will provide safe access for people who maintain the rooftop-mounted vehicle equipment such as power, fuel, cooling and electrical systems. Fall protection will also be installed at the West Portal Muni station to facilitate building maintenance. Construction will begin in early 2017 and the new safety equipment will be in use by Spring 2018.
41	SFPW	Curb Ramps	\$ 763,969	Funds will be used to construct up to 65 curb ramps throughout the city. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. The San Francisco Public Works evaluates and prioritizes curb ramp requests according to Americans with Disabilities Act prioritization criteria. Construction will begin in early 2017 and be complete by the end of the calendar year.
<b>TOTAL</b>			<b>\$ 12,713,969</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
20	SFMTA	Fall Protection	\$ 11,950,000	<b>5-Year Prioritization Program (5YPP) Amendment:</b> Recommendation is contingent upon a concurrent Facilities - Muni 5YPP amendment to add the subject project with funds reprogrammed from the Various Facility Plans placeholder, Muni Metro East (MME) Paint and Body Shop (which will not be advancing), Woods Renovation Hoists & Bays (completed with other funds) and deobligated from projects allocated in prior 5YPP cycles. See attached 5YPP amendment for details.
41	SFPW	Curb Ramps	\$ 763,969	
<b>TOTAL</b>			<b>\$ 12,713,969</b>	

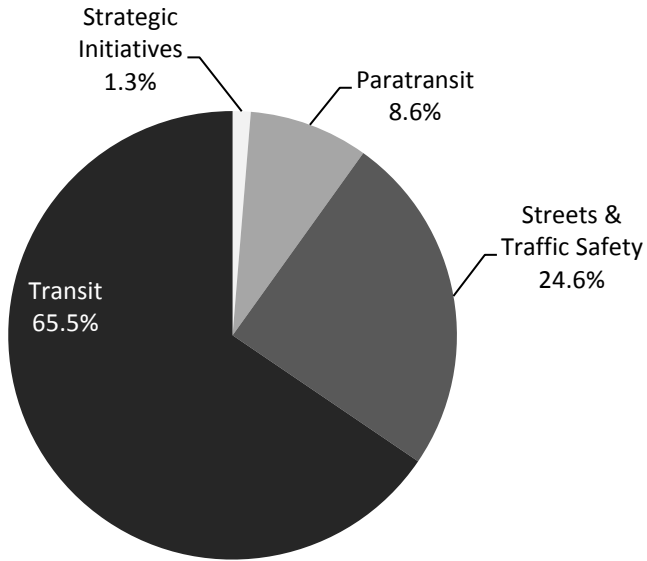
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2016/17**

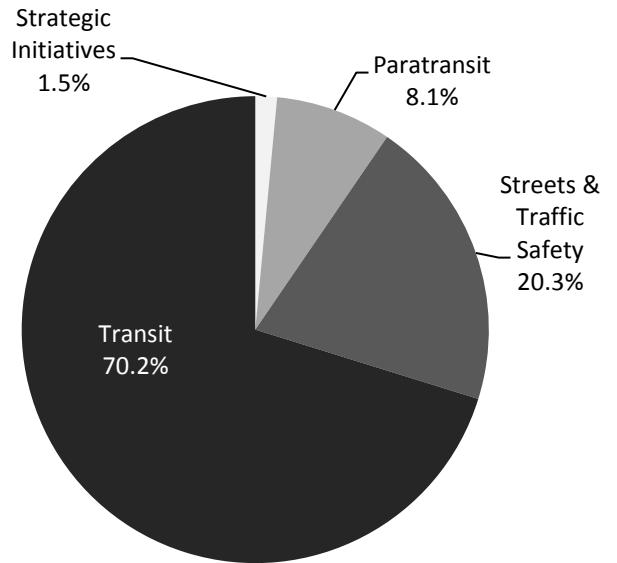
<b>PROP K SALES TAX</b>						
	<b>CASH FLOW</b>					
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 12,713,969	\$ 2,649,374	\$ 9,614,595	\$ 450,000	\$ -	\$ -
New Total Allocations	\$ 78,325,176	\$ 41,740,679	\$ 26,988,521	\$ 9,595,976	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended

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



**Prop K Investments To Date**



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

FY of Allocation Action: 2016/17

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities: (EP-20)

Prop K EP Line Number (Primary): 20

Current Prop K Request: \$ 11,950,000

Prop K Other EP Line Numbers: \_\_\_\_\_

Prop AA Category: \_\_\_\_\_

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

REQUEST

**Brief Project Description:**

The project shall install California Occupational Safety and Health Administration compliant fall protection systems at seven SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

**Detailed Scope, Project Benefits and Community Outreach:**

The SFMTA seeks funding for the construction phase to install California Occupational Safety and Health Administration compliant Fall Protection Systems at various SFMTA facilities. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at a high risk for slips, trips and falls while working atop vehicles. The goal for this project is to prevent and protect against maintenance worker falls and to minimize the risk of injury or death upon a fall.

**Project Location:**

SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

**Project Phase:**

Construction (CON)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes



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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ - Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The SFMTA requests a 5YPP amendment to the Muni Facilities category to fund the project. The amendment includes the following reprogramming: \$1,496,673 in placeholder funds for development and implementation of various facility plans; \$3,892,001 in deobligated funds from prior 5YPP cycles; \$2,428,500 from the Muni Metro East paint and body shop which will not be advancing; and \$4,132,826 from the Woods renovation project, which was funded from other sources and is substantially completed.

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

Introduction

The Fall Protection project will improve worker safety by installing fall protection systems (FP) compliant with the California Occupational Safety and Health Administration (OSHA) regulations. A complete FP consists of protections to prevent maintenance workers from falling and from injury should a fall occur. Protecting maintenance worker area in conjunction with fall arrest systems and in coordination with Overhead Contact System (OCS) power shutoff provides for a complete FP. OCS power shutoff is performed by the use of a new operable manual disconnect switch.

Compliant FPs are planned for seven facilities that include Muni Metro East (MME), Potrero, Metro Green LR Center, Cameron Beach, Duboce Yard, West Portal roof structure and Cable Car Barn. As part of this project, four facilities are evaluated for additional new disconnect switches to de-energize OCS power in coordination with new fall protection upgrades. The four facilities include Potrero, Metro Green LR Center, Cameron Beach, and the Duboce Yard.

The relocation of incidental facility systems such as overhead lighting, miscellaneous conduits, heating ducts, radiant heating systems, storm drains, and other facility systems are necessary upon installing the new FP systems and OCS disconnect switches. As necessary, this project will relocate or reroute these incidental facilities, utilities, and systems.

**Existing Fall Protection Systems & OCS Disconnect Switch Systems at Project Facilities**

1. Muni Metro East (MME)

The Muni Metro East facility, built in 2008, is one of SFMTA's newest light rail vehicle (LRV) maintenance facilities. The scope of work at this facility is limited to one permanent elevated platform that utilizes folding bridge apparatus to gain access to LRV rooftops. Fall Arrest is addressed with a tie-off cable harness system which ties-off from the elevated platform guard railings. An overhead crane is also used at this facility which serves to lift LRV rooftop equipment.

Currently, the existing elevated platform has a 30 inch gap between the elevated platforms and the LRV rooftop where personnel are susceptible to falling off the LRV rooftop after gaining access. The lack of support railings around all side of the LRV rooftop is a current FP non-compliance issue.

The need to address the existing operability of the OCS system at MME was not identified in the CIP phase of this project nor in the scope of work for the Conceptual Engineering Report (CER). Maintenance workers also indicated that the existing disconnect switch is adequate and meets their needs.

To address FP at the elevated platforms, platform strengthening and a new platform extension, including extended floor grading, are necessary. The existing fall arrest system, which includes tie-off of the existing guard railings, is adequate and will continue to be utilized.

2. Potrero Facility (trolley coach maintenance and storage)

The Potrero facility provides trolley coach storage and maintenance services and it has 10 running repair maintenance lanes, some with in ground service repair pits. The scope of work for this project is to upgrade and provide compliant FP within the running repair maintenance area at this facility.

Limited fall protection systems currently exist within the facility running repair maintenance areas.

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

Maintenance workers are using portable scaffolds surrounding all corners of the trolley coach for FP compliance while working atop the coach. The uses of the scaffolds are in limited supply at the facility. There are approximately 60 feet of overhead dual rail installed at the facility running repair, Lane 27, where the dual rail system has been useful and effective in addressing FP. As well, floor space and access space around the trolley coaches are very tight and do not provide adequate space to utilize portable scaffolds. Although greater demands exist to access the trolley coach rooftops for maintenance and repairs, the current conditions at Potrero facility has limited work areas to gain access to vehicle rooftops due to the limited workspace, much of the work area is not in compliance with FP, and the ability to de-energize the overhead lines is limited.

Currently, 2 of the 10 maintenance lanes at this facility have operable manual disconnect switches, lanes 23 and 27. There are three main OCS disconnect switches, within the running repair area, that are not readily operable because these switches are non-load break switches, require the assistance of Overhead Lines personnel to operate them, and the main disconnect switches de-energize about 1/3 of the running repair service area causing significant work inefficiencies upon their use. The disconnect switches at lanes 23 and 27 are up to date and can assist to provide maintenance personnel the ability to de-energize OCS power to gain access to the coach rooftops. Maintenance running repair lanes 21, 22, 24, 25, 26, 28, and 29 do not currently have local operable manual disconnect switches resulting in restricted access near OCS wires and vehicle rooftops. After careful review of the FP needs at this facility, it was agreed that vehicle rooftop access is needed for running repair lanes 21, 22, 23, 24, 26, and 27 where this CER only addresses FP for these specific running repair lanes.

In the current configuration, the Potrero facility has limited operability to de-energize the overhead lines for 8 of 10 maintenance lanes. Greater flexibility to control and de-energize overhead lines can be gained by installing local manual disconnect switches for each maintenance lane where it is needed. Additional disconnect switches are planned for lanes 21, 22, 24, and 26 where the greatest needs currently exist.

Running repair lane 27 is powered from the southern end of the facility whereas all other running repair lanes OCS are powered from the northern end. To improve OCS operations it is best to repower lane 27 from the northern end of the facility to match the existing power routing and controls.

To address compliant FP at this facility, the installation of dual rail system in conjunction with fall arrest harness system is planned. In order to install the dual rail system and fall arrest system some localized building strengthening will be necessary. The new dual rail FP will be installed in running repair lanes 21, 22, 23, 24, 26, and 27 where this configuration supports the current trolley maintenance service plans and needs.

### 3. Metro Green Light Rail Center

The Metro Green Light Rail Center performs maintenance services and parking for LRVs. The project scope at this facility is to provide adequate and compliant FP for LRV maintenance tracks 5 through 8. The existing maintenance tracks have elevated steel platforms that provide access to LRV rooftops; one elevated steel platform structure is located between maintenance tracks 5 and 6 and another elevated steel platform structure is located between tracks 7 and 8.

Fall arrest is addressed, currently, by the use of safety harness and cable tied-off to the existing elevated platform guard rails. The current FP system is not adequate because once maintenance workers leave the elevated platform to access the LRV rooftops protections to prevent maintenance workers from falling do not exist and the existing platform do not meet OSHA Regulations loading requirements (see Structural section page 1-4 for loading requirements).

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

To comply with FP requirements, the elevated platform needs structural strengthening and new guard rails to surround the entire LRV rooftop area. This solution provides a complete enclosure that helps to prevent maintenance personnel from falling off the LRV rooftop while atop the LRV and provides adequate loading for use of the fall arrest system. FP compliant accessible areas on the elevated platform will need to be limited to 96 feet length of the platform (about 1 LRV - the existing length of the platform is 128 feet) due to limited strengthening and guard railing opportunities due to conflicts within the building structure and the adjacent crane.

There is one disconnect switch for each maintenance tracks at Metro Green Light Rail Center. Each of the disconnect switches is a non-load switch, unsafe to operate when under LRV loading, and is unsuitable for routine usage. To provide greater maintenance flexibility in controlling OCS power at each maintenance track, this project will install 2 to 3 new disconnect switch for each maintenance track 5 through 8. The quantity of disconnect switches is determined by the number of LRVs that each maintenance lane can accommodate. The new disconnect switch will be manually operable by maintenance personnel and they will be located on the facility ground level. The disconnect switch will also have lighting indications at the elevated platform and within the pit area of each maintenance track.

4. Cameron Beach Facility (Historic Streetcar maintenance and storage)

The scope of work at the Cameron Beach facility is limited to 5-locations, at maintenance tracks 15 through 19. FP is addressed at track 15 with a suspended cable system at the north end and a ceiling mounted dual rail system at the southern end. Track 16 contains two paint booths. FP is addressed at track 16 with a suspended cable system. Tracks 15 and 16 do not use fall protection but rather fall arrest only. Tracks 17 to 19 use suspended elevated platforms to access the LRV rooftops, one suspended platform is located between tracks 17 and 18 and another is located between tracks 18 and 19. FP is addressed for tracks 17 to 19 with guard rails at the platform and fall arrest systems attached to the platform's guardrail framing. Should maintenance access the LRV rooftop then there is no current fall protection to minimize falling off the LRV rooftop. There are only fall arrest systems, which are intended to minimize injury and deaths, currently located at this facility.

The goal for Cameron Beach facility is to improve safety for maintenance workers by verifying that the exiting FP arrest systems are adequate and meet OSHA Regulations. When necessary structural strengthening at the facility will be perform as well as adding new dual rail systems for Tracks 15 and 16. For Tracks 17 to 19, reinforcement of the exiting catwalk frame structure will be needed as well as adding new dual rails to provide for an adequate fall arrest system. New fall arrest equipment will also be provided under this project.

In addressing FP at this facility localized building structural strengthening is necessary. Strengthening will be done differently for each track. For track 15, for instance, if needed, strengthen will be done within ceiling area of the track to support and accommodate the installation of new ceiling mounted dual rail system. For track 16, framing strengthening will be needed inside and outside of the paint booths to accommodate overhead dual rail system. At tracks 17 through 19, the overhead catwalk will need strengthening to accommodate side railing dual rail system and new guard rails located on the opposite sides of the track platform will provide for fall protection. The new guard rail opposite of the suspended catwalk at tracks 17 through 19 will be mounted onto the facility structure. Photos of the facilities existing FP conditions are provided in the structural section of this report; see page 6-3 through 6-8.

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

5. Duboce Yard

The Duboce Yard provides storage and maintenance servicing mostly for Historic Streetcars and LVRs. Currently, gaining access to LRV rooftops is done not readily permitted due to the lack of FP. FP is currently not readily addressed at this yard but electrical safety is addressed where there is a disconnect switch to de-energize power at the yard. The current disconnect switch is old, non-load disconnect switch and unsafe to operate by maintenance personnel. Also, there is a broken OCS insulator near the disconnect switch that will be replaced.

To address FP at this location, a new leveled slab over portions of the existing sloped pit will be constructed for a level foundation for future portable scaffolds. The floor level slab will require the removal of the existing raised deck, storage racks, and sitting bench within the site. Also, the workspace within the existing pit will be reduced since it will be filled in at the outer side of the trackway. The disconnect switch will be replaced with an updated disconnect switch that can be operated by maintenance personnel. The disconnect switch will also have indication lighting located at the disconnect switch and within the existing underground pit.

6. West Portal Roof Structure

The West Portal Roof Structure is located above the eastern end of West Portal station and adjacent to the tennis court located on Ulloa Avenue. The roof structure provides roof coverage between the eastern portion of the station and the west end of Twin Peaks Tunnel. The roof structure is a dome-shaped concrete slab. In addressing rooftop maintenance such as gutter cleaning, FP is needed and does not currently exist. Staff is currently roping to the adjacent tennis court fencing for fall arrest. This use for FP does not meet OSHA Regulations.

The installation of an anchor cabling system is planned for this location to address FP compliance to improve workers safety. This system will provide an adequate fall arrest system that will improve safety and minimize maintenance worker injury.

7. Cable Car Barn

The Cable Car Barn is SFMTA's oldest maintenance facility. Personnel must access a cable car vehicle rooftop to perform mostly rooftop painting by hand. This method requires that maintenance workers be physically on the rooftop of the cable car. Due to the future development of the new Cable Car Barn Paint Shop, it was determined that a ceiling mounted fall arrest system would not work. The best option for this facility is the procurement and installation of customized portable scaffolding.

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

**Project Name:** Fall Protection

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** N/A

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Jul-Sep	2015
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Apr-Jun	2019

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The work will be internal to SFMTA facilities and therefore no public outreach or work with other city agencies is needed.

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

**Project Name:** Fall Protection

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -		\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,950,000</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	<b>\$ 2,036,640</b>	<b>\$ 13,986,640</b>

**COST SUMMARY**

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 495,044	\$ -		Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,541,596	\$ -	\$ -	Actuals + Engineer's estimate to complete
Construction (CON)	\$ 11,950,000	\$ 11,950,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 13,986,640</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	

% Complete of Design:  as of   
 Expected Useful Life:  Years

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,000,000	\$ 9,500,000	\$ 450,000	\$ -	\$ -	\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract (see details attached)	\$ 7,350,000				\$ 7,350,000	
2. Construction Management/Support	\$ 1,323,000	18%	\$ -	\$ 1,323,000		
3. SFMTA Engineering + PM Support	\$ 588,000	8%	\$ -	\$ 588,000		
4. DPW Engineering + PM Support	\$ 252,000	3%	\$ 252,000	\$ -		
5. SFMTA Operations & Maintenance Support	\$ 315,000	4%	\$ -	\$ 315,000		
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000		
7. Contingency	\$ 1,965,600	20% Phase	\$ -	\$ 1,965,600		
8. Attorney Costs	\$ 500					
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 11,941,100</b>		<b>\$ 252,000</b>	<b>\$ 4,338,600</b>	<b>\$ 7,350,000</b>	

<b>TOTAL CONSTRUCTION PHASE (rounded)</b>	<b>\$ 11,950,000</b>
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**MUNI TROLLEY METRO FACILITIES  
FALL PROTECTION AND DISCONNECT SWITCH PROJECT  
CONTRACT NO. 1293**

Engineer's Estimate

Prepared by - Name: A. Bryant

ITEM	BID ITEM DESCRIPTION	TOTAL AMOUNT
1	MOBILIZATION & DEMOBILIZATION (Sec bid item description under section 01220 for limitations)	\$ 250,000
2	DEMOLITION	\$ 326,660
3	ALLOWANCE FOR DIFFERING SITE CONDITIONS	\$ 100,000
4	ALLOWANCE FOR REIMBURSABLE EXPENSES	\$ 100,000
5	ALLOWANCE FOR UNFORESEEN ELECTRICAL and COMMUNICATION WORK	\$ 200,000
6	ALLOWANCE FOR UNFORESEEN MECHANICAL WORK	\$ 100,000
7	ALLOWANCE FOR UNFORESEEN PLUMBING WORK	\$ 75,000
8	ALLOWANCE FOR UNFORSEEN SEWER WORK	\$ 75,000
9	ALLOWANCE FOR UNFORSEEN STRUCTURAL WORK	\$ 200,000
10	ALLOWANCE FOR WORK RELATED TO HAZARDOUS MATERIALS	\$ 100,000
11	ALLOWANCE FOR SCHEDULER SERVICES	\$ 100,000
12	ALLOWANCE FOR COMMUNITY RELATIONS SUPPORT	\$ 50,000
13	ALLOWANCE FOR SPECIAL INSPECTIONS AND TESTING AGENCIES	\$ 50,000
14	ALLOWANCE FOR AGENCY'S SHARE OF PARTNERING COSTS	\$ 25,000
15	DESIGN, FURNISH AND INSTALL FALL SINGLE/DUAL RAIL ARREST SYSTEM AT POTRERO FACILITY	\$ 929,403
16	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT METRO GREEN LIGHT RAIL FACILITY	\$ 1,163,172
17	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT CAMERON BEACH FACILITY	\$ 840,781
18	DEMOLITION, FORM AND PLACE PERMANENT CONCRETE FOUNDATIONS, RETAINING WALLS, STAIRS, AND SLAB ON GRADE AT DUBOCE YARD	\$ 191,793
19	HANDLE AND DISPOSE OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBER AT DUBOCE YARD	\$ 50,000
20	TRANSPORTATION OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBERS AT DUBOCE YARD	\$ 50,000
21	PROVIDE DISCONNECT SWITCHES AND CATENARY DETECTION SYSTEM	\$ 1,640,376
22	FURNISH SPARE DISCONNECT SWITCH	\$ 15,000
23	FURNISH AND INSTALL OVERHEAD EQUIPMENT	\$ 140,000
24	FURNISH AND INSTALL NEW PLATFORM EXTENSION AT MUNI METRO EAST	\$ 83,101
25	FURNISH AND INSTALL FALL ARREST TIE OFF SYSTEM AT WEST PORTAL STATION - ROOF	\$ 51,750
26	PROCUREMENT AND INSTALLATION OF CUSTOMIZED PORTABLE SCAFFOLDING FOR THE CABLE CAR BARN	\$ 442,964
	<b>TOTAL</b>	<b>\$ 7,350,000</b>

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 Res. No: Res. Date:

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$11,950,000	Construction (CON)
	<b>Total:</b>	<b>\$ 11,950,000</b>	

Total Prop K Funds: \$11,950,000 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase
Trigger:			

Deliverables:

- Two to three digital photos of work in progress and completed project.
- 
- 
- 
- 

Special Conditions:

- The recommended allocation is contingent upon a concurrent Muni Facilities - Muni 5YPP amendment. See attached 5YPP amendment for details.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- 

Notes:

- 
-

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 9/9/2016      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Fall Protection

**Grant Recipient:** San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

**SFCTA Project**

**Reviewer:** P&PD

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco Municipal Transportation Agency - MUNI

**SGA Project Number:** 120-910xxx      **Name:** Fall Protection

**Phase:** Construction (CON)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,000,000	9,500,000	\$ 450,000			<b>\$11,950,000</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 11,950,000

**Current Prop AA Request:** \$ -

**Project Name:** Fall Protection

**Grant Recipient:** San Francisco Municipal Transportation Agency - MUNI

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
<p>lly</p>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Faris Salfiti

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-749-2457

401-701-4499

Email: [faris.salfiti@sfmta.com](mailto:faris.salfiti@sfmta.com)

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

FIGURE 4 – MAP OF FACILITIES LOCATIONS



**5-Year Project List (FY 2014/15 – FY 2018/19)**  
**Rehab/Upgrade Existing Facilities - MUNI (EP 20M)**  
**Programming and Allocations to Date**

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SEMTA	Various Facility Plans Predevelopment <sup>7</sup>	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Implementation of Various Facility Plans <sup>5,7</sup>	PS&E, CON	Programmed	\$0					\$0
SEMTA	Burke Avenue Facility Renovation <sup>5</sup>	PS&E	Allocated		\$3,930,000				\$3,930,000
SEMTA	Burke Avenue Facility Renovation <sup>5</sup>	PLAN	Allocated		\$470,000				\$470,000
SEMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SEMTA	Muni Metro East Paint and Body Shop <sup>1,7</sup>	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Muni Metro East (MME) Phase II <sup>1</sup>	PA&ED	Allocated	\$2,598,500					\$2,598,500
SEMTA	Muni Metro East (MME) Phase II <sup>6</sup>	PA&ED	Deobligated	(\$500,000)					(\$500,000)
SEMTA	Muni Metro East (MME) Phase II <sup>6</sup>	PS&E	Allocated			\$1,500,000			\$1,500,000
SEMTA	Woods Renovation Hoists and Bays <sup>2,4,7</sup>	PLAN/CER	Programmed	\$0					\$0
SEMTA	Fall Protection Systems - Presidio Division <sup>4</sup>	CON	Allocated		\$706,397				\$706,397
SEMTA	Fall Protection <sup>7</sup>	CON	Pending			\$11,950,000			\$11,950,000
SEMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SEMTA	Upgrade Life and Fire Safety Systems <sup>3</sup>	PS&E	Allocated		\$400,000				\$400,000
SEMTA	Fall Protection <sup>2</sup>	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777
SEMTA	Fall Protection <sup>2</sup>	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)
<b>Programmed in 5YPP</b>				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537
<b>Total Allocated and Pending in 5YPP</b>				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674
<b>Total Deobligated in 5YPP</b>				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)
<b>Total Unallocated in 5YPP</b>				\$850,000	\$0	\$0	\$0	\$0	\$850,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
<b>Deobligated from Prior 5YPP Cycles **</b>				\$7,151,673					\$7,151,673
<b>Cumulative Remaining Programming Capacity</b>				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

**5-Year Project List (FY 2014/15 – FY 2018/19)**  
**Rehab/Upgrade Existing Facilities - MUNI (EP 20M)**  
**Programming and Allocations to Date**

Pending 10,25,16

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

**Footnotes**

- <sup>1</sup> To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15):  
Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- <sup>2</sup> 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15):  
Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.  
Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.  
Fall Protection: Added project with \$2,996,673.
- <sup>3</sup> 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16):  
Cumulative remaining programming capacity: Reduced by \$400,000.  
Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- <sup>4</sup> 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15):  
Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.  
Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- <sup>5</sup> 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-055, 5.24.15):  
Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15  
Cumulative Remaining Programming Capacity: Reduced by \$2,596,673  
Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.
- <sup>6</sup> 5YPP amendment to fund Muni Metro East (MME) Phase II (Res. 17-0XX, xx.xx.16):  
Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder by \$1,000,000 from \$3,428,500 to \$2,428,500.  
Muni Metro East (MME) Phase II: Added design phase of project in FY 2016/17 with \$1,000,000 in placeholder funds and \$500,000 deobligated from the environmental phase (Project 120-910041). The funds were not needed because the scope of the overall project was reduced.
- <sup>7</sup> 5YPP amendment to fund Fall Protection (Res. 17-0XX, xx.xx.16):  
Various Facility Plans Predevelopment: Placeholder reduced by \$400,000.  
Implementation of Various Facility Plans: Placeholder reduced by \$1,096,673.  
Muni Metro East Paint and Body Shop: Reduced by \$2,428,500. Project not advancing.  
Woods Renovation Hoists and Bays: Reduced by \$4,132,826. Project completed with other funds.  
Deobligated funds from prior 5YPP cycles: Reduced by \$3,892,001.  
Fall Protection: Added project in FY 2016/17 with \$11,950,000 for construction.

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

**FY of Allocation Action:** 2016/17

**Project Name:** Curb Ramps

**Grant Recipient:** Department of Public Works

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Curb Ramps: (EP-41)

**Prop K EP Line Number (Primary):** 41

**Current Prop K Request:** \$ 763,969

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** District 02, District 05, District 06, District 07, District 08, District 09, District 10

**REQUEST**

**Brief Project Description (type below)**

San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities. The scope of the subject allocation includes construction of up to 65 curb ramps.

**Detailed Scope, Project Benefits and Community Outreach (type below)**

Construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. In conjunction with the Mayor's Office on Disability, community outreach includes distribution of trilingual postcards mailed to paratransit riders, provided to each Supervisor's office, distributed at key public events and workshops, and handed out by Public Works employees during regular field work. See attached for more detail.

**Project Location (type below)**

Citywide.

**Project Phase (select dropdown below)**

Construction (CON)

**Map or Drawings Attached?** No

**Other Items Attached?** Yes



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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan? Named Project \_\_\_\_\_

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan? Less than or Equal to Programmed Amount  
\_\_\_\_\_

Prop K 5YPP Amount: \$ 763,969 Prop AA  
Strategic Plan  
Amount: \_\_\_\_\_

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

**Background**

Curb ramp construction meets the City's obligations under federal and state accessibility statutes, regulations and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.

A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. The U.S. Department of Justice (USDOJ) ADA Handbook states: "The legislative history of Title II of the ADA makes it clear that, under Title II, local and state governments are required to provide curb cuts on public streets... (and)... the employment, transportation, and public accommodation sections of ... [the ADA] would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between streets." ADA Section 35.151(e) establishes accessibility requirements for new construction and alterations, requiring all newly constructed and altered streets, roads, or highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Paragraph (d)(2) clarifies the application of the general requirement for program accessibility to the provision of curb ramps at existing crosswalks.

Public Works, the San Francisco Municipal Transportation Agency (SFMTA), and the Mayor's Office on Disability (MOD) developed a list of curb return locations requiring curb ramp upgrades during the planning phase of this project (see page 6 for the list of locations). The list primarily includes locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni. The attached Prioritization Matrix (page 5) shows how identified locations were prioritized.

**Scope**

The scope of this work is the construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. Public Works anticipates the work funded by \$763,969 in Prop K sales tax funds will construct up to 65 curb ramps. Public Works used \$129,287 from Fiscal Year 2015/16 Transportation Development Act, Article 3 funds for planning and design of these curb ramps. This brings the total project cost to \$893,256 for an average per ramp cost of \$13,742 (\$11,753 construction and \$1,989 for planning and design). The average cost per ramp has increased by \$981 since 2014/15 because of topographic and infrastructure obstacles.

Topographic and infrastructure obstacles include high slopes on steep streets that require extensive roadway and sidewalk modifications, conflicts between ADA compliant slopes and proper storm water drainage that require catch basin and culvert relocation and construction, and utility relocations like fire hydrants, water valves and meters, and street light pull boxes that need to be out of the curb ramp slopes. Sub-sidewalk basements and narrow sidewalks may require additional sidewalk widening or bulb-outs to provide proper access. As more ramps are constructed throughout the city, the more difficult locations remain, which increases the average cost.

### Outreach

An equitability assessment of curb ramps throughout the city was conducted in May 2009 to assist in the prioritization process. The distribution of recently constructed curb ramps was compared to the distribution of missing or poorly constructed curb ramps. The assessment clearly indicated that the southern part of the city, in particular Supervisorial Districts 7, 8, 10 and 11 have historically had fewer curb ramps constructed, and also have a greater need for accessible curb ramps. This is in great part due to the lack of complaints and requests received. Locations that serve government facilities, transportation services, and commercial corridors are being evaluated in the ADA Transition Plan prioritization process to help increase representation of curb ramp work in these areas.

To promote awareness about how people with disabilities can request curb ramps, Public Works and the Mayor's Office on Disability (MOD) began a targeted public outreach campaign in June 2009. These efforts included creation and distribution of several thousand 4"x6" trilingual postcards with information on how to request curb ramps through 3-1-1. The postcards were included in a para-transit mailing in 2009. Another mailing to para-transit riders went out in Fall 2013 with the postcard size increased to 5" x 7". 3-1-1 request postcards are regularly provided to each Supervisor's office, and at key public events, including ADA Anniversary celebrations, Mayor's Disability Council meetings, and Department of Public Health "Community Vital Signs" workshop for hospitals, clinics and community health organizations. Postcards are also distributed to people with disabilities at disability cultural community events. Public Works employees hand out postcards during regular field work when asked about curb ramps or general accessibility issues.

Public Works participated in the the 2015 Sunday Streets in the Bayview/Dogpatch and Excelsior neighborhoods, and the 3rd on Third Arts Celebration in June 2015. Outreach events for 2016 include: Growing Healthy Kids in April and Access to Adventure in May 2016. Public Works will continue its outreach efforts in the future.

Citizens can request curb ramps through the City's 3-1-1 Customer Service line which provides translators in multiple languages.

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

		ADA 35.151(d)(2) Geospatial Proximity Priorities				
		A	B	C	D	E
		Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Places of Public Accommodation, Employers	Locations Serving Other Areas
<b>Priority Description</b>						
<b>Curb Ramp Installation Priorities</b>						
1	Non-conforming Curb Ramp or Landing / High condition score	A1	B1	C1	D1	E1
2	No Curb Ramp Yet Constructed	A2	B2	C2	D2	E2
3	Single or Non-Directional Curb Ramp, Two Can Fit	A3	B3	C3	D3	E3
4	Extremely Difficult Physical or Legal Constraints	A4	B4	C4	D4	E4
5	Curb Ramp Does Not Meet Current Standards, lower condition score	A5	B5	C5	D5	E5

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

PropK Curb Ramp Locations JO# 2781J		Total				Muni Identified Locations
LOCATION	District	Reconstruction		Retrofit		
		Returns	Ramps	Returns	Ramps	
1	Bay & Hyde	2	4	8		
2	Inness & Mendell	10	4	7		
3	Rutland & Raymond	10	2	4		
4	Harrison & Morris	6	2	2		
5	Harrison & Oak Grove	6	2	2		
6	Harrison & Merlin	6	2	2		
7	16th & Albion	8	1	1		
8	Valencia & Clinton Park	8,9	2	2		
9	Valencia & Brosnan	8	2	2		
10	Cambon & Castelo	7	4	6		
11	Central & Grove	5	4	8		
12	Baker & Fulton	5	2	4		
13	Fulton & Webster	5	4	8		
<b>Totals</b>			35	56		

Note: This is a preliminary list. Unforeseen conditions may affect the final number and location of returns and ramps designed and constructed. The goal for the subject request is a total of 65 curb ramps.

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

**Project Name:** Curb Ramps

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2015	Jan-Mar	2016
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2017
Project Completion (means last eligible expenditure)			Jan-Mar	2018

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

No coordination issues or external deadlines are likely to affect this year's curb ramp installation.

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

**Project Name:** Curb Ramps

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ 763,969</b>	<b>\$ -</b>	<b>\$ 763,969</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
Transportation Development Act (TDA)		\$ -	\$ 129,287	\$ 129,287
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ 763,969</b>	<b>\$ 129,287</b>	<b>\$ 893,256</b>

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

**COST SUMMARY**

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 17,630	\$ -		Actual cost to complete
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 111,657	\$ -	\$ -	Actual cost to date + engineer's estimate to complete
Construction (CON)	\$ 763,969	\$ 763,969	\$ -	Engineer's Estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 893,256</b>	<b>\$ 763,969</b>	<b>\$ -</b>	

% Complete of Design:  as of   
 Expected Useful Life:  Years

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 649,374	\$ 114,595	\$ -	\$ -	\$ -	\$ 763,969
Prop AA		\$ -	\$ -	\$ -	\$ -	\$ -



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

**Project Name:** Curb Ramps

**MAJOR LINE ITEM BUDGET**

**PROJECT BUDGET - Cost by Phase**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	Contractor	Funding	
Planning/Conceptual Engineering	\$ 17,630	-	\$ 17,630		Funded by TDA FY 15/16	
Design Engineering (PS&E)	\$ 111,657	-	\$ 111,657		Funded by TDA FY 15/16	
Construction Contract	\$ 587,668			\$ 587,668	Prop K	
Construction Contingency	\$ 58,767	10%		\$ 58,767	Prop K	
Construction Management	\$ 88,150	15%	\$ 88,150		Prop K	
Construction Design Support Services	\$ 29,384	5%	\$ 29,384		Prop K	
<b>Construction Subtotal - current request</b>	<b>\$ 763,969</b>		<b>\$ 117,534</b>	<b>\$ 646,435</b>		
<b>TOTAL Cost *</b>	<b>\$ 893,256</b>		<b>\$ 246,821</b>	<b>\$ 646,435</b>		

Average cost per ramp	
Planning/ Design	\$ 1,989
Construction	\$ 11,753
Total	\$ 13,742

\* Cost for up to 65 curb ramps, based on historical cost data and condition assumptions.

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 9/21/2016      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Curb Ramps

**Grant Recipient:** Department of Public Works

<b>Funding Recommended:</b>	<b>Action</b>	<b>Amount</b>	<b>Phase</b>
	Prop K Allocation	\$ 763,969	Construction (CON)
	<b>Total:</b>	<b>\$ 763,969</b>	

**Total Prop K Funds:** \$ 763,969                      **Total Prop AA Funds:** \$ -

**Justification for multi-phase recommendations and notes for multi-sponsor recommendations:**

\_\_\_\_\_

**Fund Expiration Date:** 12/31/2018      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>

Trigger:

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 9/21/2016      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Curb Ramps

**Grant Recipient:** Department of Public Works

**Deliverables:**

1. Upon completion of the Design Phase (anticipated September 31, 2016), provide updated list of curb ramp locations and corresponding supervisorial districts.
2. Quarterly progress reports shall provide the number of curb ramps constructed during the preceeding quarter.
3. Upon project completion, provide a GIS map and shapefiles of completed curb ramp locations that are compatible with the Authority's GIS software.
4. Upon project completion, provide 2-3 digital photos of work in progress and after conditions.
5. \_\_\_\_\_

**Special Conditions:**

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$763,969) pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated list of curb ramp locations to be advertised for construction. See Deliverable #1.
2. \_\_\_\_\_
3. \_\_\_\_\_

**Notes:**

1. \_\_\_\_\_
2. \_\_\_\_\_

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	14.47%	No Prop AA

**SFCTA Project**

**Reviewer:** P&PD

**SGA PROJECT NUMBER**

**Sponsor:** Department of Public Works

**SGA Project Number:** 141-908xxx      **Name:** Curb Ramps

**Phase:** Construction (CON)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$649,374	\$114,595				\$763,969

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 763,969

**Current Prop AA Request:** \$ -

**Project Name:** Curb Ramps

**Grant Recipient:** Department of Public Works

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
<p>RA</p>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Ken Spielman

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

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# Memorandum

**Date:** 10.04.16 **RE:** Plans and Programs Committee  
October 11, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *TJC*

**Subject:** **ACTION** – Recommend Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.

## BACKGROUND

We have received two requests for a total of \$12,713,969 in Prop K funds to present to the Plans and Programs Committee at its October 11, 2016 meeting, for potential Board approval on October 25, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Facilities–Muni
- Curb Ramps

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

## DISCUSSION

The purpose of this memorandum is to present two Prop K requests totaling \$12,713,969 to the Plans and Programs Committee and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K 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 are included in the attached Allocation Request Forms.

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

Transportation Authority staff and project sponsors will attend the Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Committee may have.

### **ALTERNATIVES**

1. Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, 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 28, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

### **FINANCIAL IMPACTS**

This action would allocate \$12,713,969 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for two requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations 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 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **RECOMMENDATION**

Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, 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 Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (2)

RESOLUTION APPROVING THE 2017 PROP AA STRATEGIC PLAN POLICIES AND SCREENING AND PRIORITIZATION CRITERIA

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

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

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

WHEREAS, In December 2012, through Resolution 13-23, the Transportation Authority Board adopted the first Prop AA Strategic Plan, which among other elements, included the required 5YPPs covering Fiscal Years 2012/13 to 2016/17 and which programmed \$26.4 million in Prop AA funds to 19 projects; and

WHEREAS, Transportation Authority staff has begun preparations for the 2017 Strategic Plan update and development of the 2017 5YPPs which will cover Fiscal Years 2017/18 to 2021/22; and



WHEREAS, the 2017 Strategic Plan update will be guided by two key documents: the Prop AA Strategic Plan Policies (Attachment 1) which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds, and the Prop AA Strategic Plan Screening and Prioritization Criteria (Attachment 2) which are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories; and

WHEREAS, At its September 28, 2016 meeting, the Citizens Advisory Committee was briefed on the proposed minor revisions to the Prop AA Strategic Plan Policies and Screening and Prioritization Criteria and adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 11, 2016 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 revisions to the Prop AA Strategic Plan Policies, as shown in Attachment 1 and the Prop AA Strategic Plan Screening and Prioritization Criteria, as shown in Attachment 2.

Attachments (2):

1. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria



## Attachment 1.

### Prop AA Vehicle Registration Fee Strategic Plan Policies (~~adopted 12.11.12 draft update 09.209.16~~)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. ~~As part of this first Prop AA Strategic Plan, w~~We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

#### Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

#### Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.

## Attachment 1.

- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

### Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
  - Design Engineering (PS&E)<sup>1</sup>
  - ~~Procurement (e.g. accessible pedestrian signals)~~
  - Construction, including procurement (e.g. accessible pedestrian signals)
- ~~Prop AA funds will be allocated for one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations.~~
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a ~~consultant~~ contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- ~~At the end of the project, Prop AA final reimbursement requests and allocations for the construction, construction engineering and equipment purchase phases must be drawn down project closeout requests must be submitted within 12 months of the date of contract acceptance/project completion. Exceptions will be considered on a case-by-case basis.~~
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative

<sup>1</sup> As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

## Attachment 1.

process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.<sup>2</sup> Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive calls for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

### Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

### Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan ~~for use of Prop AA funds~~, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and

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<sup>2</sup> One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

**Attachment 1.**

supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.

- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan~~(e.g. future phases remain)~~.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the ~~vehicle~~ allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

## Attachment 1.

Table 1

**Prerequisite Milestones for Allocation**

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none"> <li>● Inclusion in 5YPP/Strategic Plan</li> <li>● Conceptual Engineering Report, <u>if applicable</u></li> <li>● Approved environmental document</li> <li>● Capital construction funding in adopted plan, including RTP <del>and Countywide Transportation Plan</del></li> </ul>
Construction, <u>including procurement (e.g. accessible pedestrian signals)</u>	<ul style="list-style-type: none"> <li>● Inclusion in 5YPP /Strategic Plan</li> <li>● Approved environmental document</li> <li>● Right of way certification (if appropriate)</li> <li>● <del>100% PS&amp;E</del></li> <li>● <u>All applicable permits</u></li> </ul>
<del>Procurement (e.g. accessible pedestrian signals)</del>	<ul style="list-style-type: none"> <li>● <del>Inclusion in 5YPP /Strategic Plan</del></li> <li>● <del>Approved environmental document</del></li> <li>● <del>Right of Way Certification (if appropriate)</del></li> <li>● <del>100% PS&amp;E</del></li> </ul>

## Attachment 1.

Table 2

**Expected Work Products/Deliverables by Phase**

The phase for which Prop AA funds are allocated ~~shall be~~ ~~reasonably~~ expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

~~Requests for allocations that are expected to result in a work product/deliverable other than that shown in the table below for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in the table below for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost effective approach to delivering the project or program as required in the Expenditure Plan.~~

<b>Phase</b>	<b>Expected Work Product/Deliverable<sup>1</sup></b>
Design Engineering (PS&E)	Final design package including contract documents
Construction, <u>including procurement</u>	Constructed improvement or minimum operating segment, <u>or equipment in service</u>
<u>Procurement (e.g. rolling stock)</u>	<u>Equipment in service</u>

<sup>1</sup>The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

## Attachment 2

## Prop AA Vehicle Registration Fee

Strategic Plan Screening and Prioritization Criteria (~~adopted 12.11.12~~ draft update 09.209.16)

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

## I. SCREENING

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

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

## II. GENERAL PRIORITIZATION

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

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, ~~date of awarding~~ a ~~consultant~~ contract, or encumbrance of staff labor charges by project sponsor.
- ~~Relative Level of Need or Urgency~~ **Time Sensitivity:** ~~Priority shall be given to projects that address known safety issues.~~ Priority shall be given to projects that are

## Attachment 2

trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.

- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the #Neighborhood #Transportation Improvement Program-plan, corridor improvement study, campus master plan, station area plans, etc.).
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

### III. PROGRAMMATIC CATEGORY PRIORITIZATION

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

#### Street Repair and Reconstruction

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

#### Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with



## Attachment 2

other modes, and reduce pedestrian hazards.

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

### Transit Reliability and Mobility Improvements

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



# Memorandum

**Date:** 10.05.16 **RE:** Plans and Programs Committee  
October 11, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *TCC*

**Subject:** **ACTION** – Recommend Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria

## Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria.

## BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan allocated funds to just three programmatic categories. Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit

Reliability and Mobility Improvements – 25%.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. Having a transparent and well-documented prioritization methodology in place allows for an open and inclusive project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K half-cent transportation sales tax, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which, as amended, programmed \$27.1 million in Prop AA funds for 22 projects in the first five years of the Prop AA Strategic Plan (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$23 million in Prop AA funds has been allocated and we anticipate the two final allocations will be requested in Fiscal Year 2016/17 for San Francisco Public Works repaving and San Francisco Municipal Transportation Agency transit improvements, both on Geary Boulevard. Attachment 5 is a fact sheet with information on the progress of all Prop AA projects funded to date.

We are in the last year of the 2012 5YPPs and are preparing to release a call for projects to program funds for the 2017 5YPPs as part of the 2017 Strategic Plan update.

## DISCUSSION

The purpose of this memorandum is to present the updated policies and prioritization criteria to guide the development of the 2017 Prop AA Strategic Plan and to seek a recommendation for their approval. The 2017 Strategic Plan will program approximately \$23.2 million in Prop AA funds to specific projects in the 2017 5YPPs spanning Fiscal Years 2017/18 to 2021/22.

The Prop AA Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. Attachment 1 shows the recommended changes to the adopted policies, which are primarily focused on streamlining and clarifying language. The Prop AA Strategic Plan Screening and Prioritization Criteria are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories. Attachment 2 details recommended changes to the criteria, which are minor and include references to initiatives such as Vision Zero.

**Funds Available:** In February 2016, we updated the Prop AA revenue forecast based on actual revenues to date, producing a slightly higher estimate of approximately \$4.83 million per year. We recommend maintaining the same projected revenue forecast for the 2017 Strategic Plan update, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. In addition to new revenues, there is about \$520,000 in deobligated funds from projects completed under budget that is available for programming.

We recommend setting aside \$260,000 in additional program reserves to restore the program reserve to

\$500,000, or roughly 10% of annual revenues. Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues. Thus, based on expected new revenues (new plus deobligations), netting out administrative costs and restoring the program reserve, the amount of Prop AA funds we expect to be available for programming is approximately \$23.2 million over the five-year period of the 2017 5YPPs. See Attachment 3 for further details.

**Call for Projects:** We anticipate releasing a call for projects for the 2017 5YPPs covering Fiscal Years 2017/18 to 2021/22 following Board approval of the Policies and Screening and Prioritization Criteria. Attachment 4 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and returning to the Committee and Board with programming recommendations in March 2017. Project sponsors could then submit Fiscal Year 2017/18 Prop AA allocation requests for Board approval in June 2017.

### ALTERNATIVES

1. Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, as requested.
2. Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, with modifications.
3. Defer action, pending additional information or further staff analysis.

### CAC POSITION

The CAC was briefed on this item at its September 28, 2016 meeting and adopted a motion of support for the staff recommendation.

### FINANCIAL IMPACTS

Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board.

There are no impacts to the Transportation Authority's adopted Fiscal Year 2016/17 budget associated with the recommended action.

### RECOMMENDATION

Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria.

Attachments (5):

1. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria
3. Summary of Funds Available
4. Draft 2017 Prop AA Strategic Plan Adoption Timeline
5. Prop AA Fact Sheet

**Attachment 3.**  
**Prop AA Vehicle Registration Fee**  
**Summary of Funds Available**

<b>Table 1. Summary of Prop AA Funds Available for FYs 2017/18-2021/22</b>		
2017 Strategic Plan (FY2017/18 - FY2021/22) - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$	22,961,730
Deobligated Funds	\$	517,561
Additional Program Reserve (to restore to \$500,000)	\$	(260,000)
2017 Strategic Plan Update/ 5-Year Prioritization Programs - Total Estimated Funds Available for Projects	\$	23,219,292

<b>Table 2. 2012 Prop AA Strategic Plan - FY2012/13 - FY2016/17) Programmed and Allocated Funds by Category (includes revenues collected April 2011 June 2012)</b>			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of September 2016, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 12,979,454	47.8%
Pedestrian Safety	25%	\$ 7,561,460	27.9%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,140,639	100%

<b>Table 3. 2017 Prop AA Strategic Plan - FY2017/18 - FY2021/22 Estimated Funds Available by Category</b>		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2017 Strategic Plan
Street Repair and Reconstruction	50%	\$ 12,200,511
Pedestrian Safety	25%	\$ 5,028,522
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Estimated Funds Available for Programming	100%	\$ 23,219,292

## Attachment 4.

**Prop AA Vehicle Registration Fee  
Draft 2017 Strategic Plan Adoption Timeline  
(Updated 9.20.16)**

Wednesday, September 28, 2016	Citizens Advisory Committee Meeting – ACTION Strategic Plan Policies and Prioritization Criteria
October 2016	Plans and Programs Committee – ACTION (Tuesday, October 18th) Strategic Plan Policies and Prioritization Criteria  Technical Working Group Meeting (Thursday, October 20th) Present draft Call for Projects materials  Transportation Authority Board – ACTION (Tuesday, October 25th) Strategic Plan Policies and Prioritization Criteria  Release Call for Projects (By November 1st)
November 2016	Workshop for potential applicants (tentative: following Technical Working Group Meeting, Thursday, November 17th)
January 2017	Applications due (tentative: Tuesday, January 17th)  Technical Working Group (Thursday, January 19th) Present applications received
February 2017	Technical Working Group (February 16th) Present draft programming recommendations  Citizens Advisory Committee – ACTION (February 22nd) 2017 Strategic Plan adoption (includes 5-Year prioritized program of projects)
March 2017	Plans and Programs Committee – ACTION (March 21st) 2017 Strategic Plan adoption  Transportation Authority Board – ACTION (March 28th) 2017 Strategic Plan adoption
April 25, 2017	Sponsors may submit Fiscal Year 2017/18 Prop AA allocation requests for consideration at the May Citizens Advisory Committee meeting and June Transportation Authority Board meeting

For the latest information on Transportation Authority meeting dates, please see the Transportation Authority's website at [www.sfcta.org](http://www.sfcta.org) under Meetings, Agendas, and Events



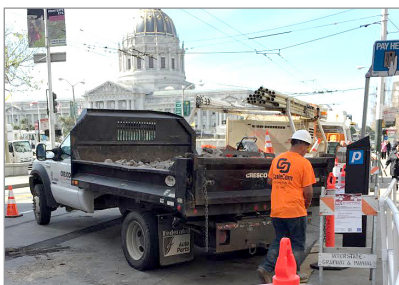
# Proposition AA Additional Vehicle Registration Fee for Transportation Improvements



San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city.



State legislation adopted in 2009 enabled Congestion Management Agencies to establish up to a \$10 countywide vehicle registration fee to fund transportation projects or programs having a relationship or benefit to the people paying the fee. Prop AA designated the Transportation Authority as the administrator of Prop AA and approved a 30-year Expenditure Plan specifying the use of the revenues (see chart below). Revenue collection began in May 2011.



The Prop AA Vehicle Registration Fee is a key part of an overall strategy to develop a balanced, well thought-out program to improve transportation for San Francisco residents, and generates nearly \$5 million per year.

*continued other side*

## The Proposition AA Expenditure Plan: Guiding Principles

In 2010, the Transportation Authority worked with numerous stakeholders to develop an Expenditure Plan to articulate how revenues would be used. It was developed with the following guiding principles:

- Provide a documentable benefit or relationship to those paying the fee
- Limit the Expenditure Plan to a few programmatic categories, given the relatively small revenue stream
- Focus on small, high-impact projects that will provide tangible benefits in the short-term
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods
- Ensure accountability and transparency in programming and delivery

## Contact Us for More Information

Phone: 415.522.4800  
Email: [propAA@sfcta.org](mailto:propAA@sfcta.org)  
Web page: [www.sfcta.org/PropAA](http://www.sfcta.org/PropAA)

Mailing address:  
San Francisco County  
Transportation Authority  
1455 Market St., 22nd Floor  
San Francisco, CA 94103

## What does Prop AA fund?

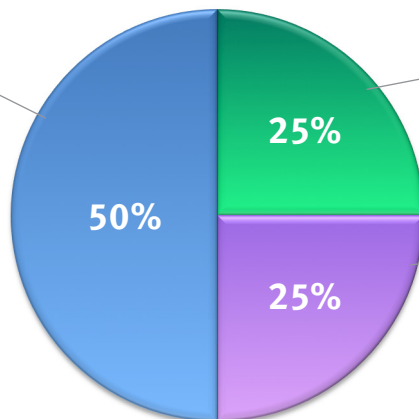
The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

**STREET REPAIR AND RECONSTRUCTION**  
Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



**PEDESTRIAN SAFETY**

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulbouts
- Pedestrian lighting, signals, and median islands

**TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS**

- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

## What specific projects does Prop AA fund?

The table below provides a listing of allocated projects to date. For a full listing of approved Prop AA projects, with project detail and corresponding funding levels, visit [www.sfcta.org/proposition-aa-strategic-plan](http://www.sfcta.org/proposition-aa-strategic-plan). To view the locations and for additional information on Prop AA-funded projects, visit the Transportation Authority's online interactive project map, MyStreetSF, at [www.sfcta.org/mystreetsf-map](http://www.sfcta.org/mystreetsf-map).

### Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
<b>STREET REPAIR AND RECONSTRUCTION</b>					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,169,843	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$8,199,591	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,955,706	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
McAllister St Pavement Renovation	Construction	Public Works	\$1,995,132	\$2,763,663	Open for Use
Dolores St Pavement Renovation	Construction	Public Works	\$2,210,000	\$3,230,263	Open for Use
<b>Subtotal</b>			<b>\$10,769,454</b>	<b>\$26,299,933</b>	
<b>PEDESTRIAN SAFETY</b>					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,015,715	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Open for Use
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design funds allocated in February 2014. Design completed September 2016. Construction contract is out for bid.
Franklin and Divisadero Signal Upgrades	Design, Construction	SFMTA	\$896,750	\$5,485,080	Design funds allocated in May 2014, construction funds allocated in February 2015. Construction began Summer 2015 with all signals being operational by Fall 2016.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,845,206	\$2,485,345	Open for Use
Webster Street Pedestrian Signals	Design	SFMTA	\$401,794	\$1,760,000	Design funds allocated in November 2014, construction funds allocated July 2016. Design anticipated to be completed in fall 2016, followed by construction, with signals operational in fall 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in Winter 2018.
Broadway Chinatown Streetscape Improvements	Construction	Public Works	\$1,029,839	\$8,199,591**	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Streetscape Improvements	Construction	Public Works	\$163,358	\$6,955,706**	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by December 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
<b>Subtotal</b>			<b>\$7,561,460</b>	<b>\$23,609,120</b>	
<b>TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS</b>					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Open for Use
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$713,831	\$4,216,014	Open for Use
Elevator Safety and Reliability Upgrades	Construction	SFMTA	\$287,000	\$2,734,500	Construction funds allocated in March 2016. All locations anticipated open for use in Spring 2018.
Muni Bus Layover Area at BART Daly City Station	Construction	SFMTA	\$507,980	\$550,000	Construction funds allocated in March 2016. Anticipated open for use in Winter 2016.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in early 2017.
<b>Subtotal</b>			<b>\$4,534,805</b>	<b>\$10,701,508</b>	
<b>TOTAL</b>			<b>\$22,865,719</b>	<b>\$60,610,561</b>	

\* Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Mayor's Office of Housing and Community Development (MOHCD); San Francisco Municipal Transportation Agency (SFMTA); University of California Hastings College of the Law (UC Hastings).

\*\*Project has also received allocations from Street Repair and Reconstruction category, so total project cost is excluded from Pedestrian Safety category subtotal to prevent double counting.



RESOLUTION APPROVING SAN FRANCISCO'S INPUT ON THE PLAN BAY AREA 2040  
DRAFT PREFERRED SCENARIO

WHEREAS, The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation strategy to guide the region's growth and investment through 2040; and

WHEREAS, This planning cycle is considered a focused or minor update to the region's first RTP/SCS adopted in 2013, meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating information for projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority serves as the coordinator for San Francisco input into PBA 2040, and has over the past year and a half worked closely with City agencies, regional transit operators and other San Francisco project sponsors to provide San Francisco input to PBA 2040; and

WHEREAS, In October 2015, the Board-adopted San Francisco's goals and advocacy objectives for PBA 2040 (Attachment 1), which have guided the Transportation Authority's input to date, along with the San Francisco Transportation Plan (SFTP); and

WHEREAS, Existing PBA 2013 projects and the SFTP served as the starting point for identifying San Francisco projects and programs for inclusion in PBA 2040, which was then supplemented by input from public agency staff and members of the public through a call for projects issued by the Transportation Authority in May 2015; and

WHEREAS, In October 2015, the Transportation Authority Board adopted a list of San



Francisco project priorities to submit to MTC and ABAG for inclusion in PBA 2040; and

WHEREAS, Building on substantial local and regional efforts and inputs over the past year and a half, including, but not limited to project performance evaluation and land use/transportation scenario testing, MTC and ABAG released their draft preferred land use scenario and transportation investment strategy for PBA 2040 in September 2016 and have asked for comments to be submitted in advance of adopting the Final Preferred Scenario at a joint meeting of both agencies' boards on November 17; and

WHEREAS, Attachment 2 summarizes the San Francisco projects proposed for inclusion in the financially constrained draft PBA 2040 transportation investment strategy, as well as regional projects of interest to San Francisco; and

WHEREAS, Working closely with the San Francisco Planning Department (Planning Department) and the San Francisco Municipal Transportation Agency (SFMTA), while consulting with other San Francisco project sponsors, Transportation Authority staff have evaluated the Draft Preferred Scenario and believe that it achieves many of San Francisco's goals and objectives for PBA 2040, such as ensuring that all of the projects that need to be included in this PBA planning cycle are included and seeking a greater level of investment in transit state of good repair and core capacity; and

WHEREAS, Based on their evaluation of the Draft Preferred Scenario, Transportation Authority, Planning Department and SFMTA staff jointly developed the proposed San Francisco input into PBA 2040, which among other points, calls out the poor performance of the Draft Preferred Scenario regarding goals for improving housing affordability and mitigating risk of displacement and urge ABAG and MTC to identify tools, resources and a legislative agenda necessary to meet these goals; and

WHEREAS, Given that San Francisco is one of the three big cities taking on most of the jobs and housing growth in PBA 2040, the proposed input calls for MTC to help direct "real"

transportation dollars to support state of good repair, Vision Zero safety improvements, and transit modernization and capacity expansion that are necessary to support access to the assigned jobs and housing within San Francisco; and

WHEREAS, At its October 11, 2016 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 San Francisco's input on the PBA 2040 Draft Preferred Scenario as described in Attachment 3; and be it further

RESOLVED, That the Executive Director is directed to submit the input to MTC and ABAG and to other relevant parties.

Attachments (3):

1. San Francisco Adopted Goals and Advocacy Objectives
2. List of San Francisco Projects in the Plan Bay Area 2040 Draft Preferred Scenario
3. Proposed San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

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

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

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 - Draft Transportation Investment Strategy**  
**Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Additional Local Road Preservation/Rehab	\$ 1,267
San Francisco	Arena Transit Capacity Improvements	\$ 137
San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	\$ 6
San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	\$ 11
San Francisco	Bayshore Station Multimodal Planning and Design	\$ 13
San Francisco	Better Market Street - Transportation Elements	\$ 407
San Francisco	Bicycle and Pedestrian Program	\$ 877
San Francisco	Climate Program: TDM and Emission Reduction Technology	\$ 118
San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	\$ 335
San Francisco	County Safety, Security and Other	\$ 418
San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	\$ 43
San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	\$ 876
San Francisco	EN Trips: All Components	\$ 122
San Francisco	Establish new ferry terminal at Mission Bay 16th Street	\$ 17
San Francisco	Expand SFMTA Transit Fleet	\$ 1,488
San Francisco	Geary Boulevard Bus Rapid Transit	\$ 300
San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	\$ 18
San Francisco	Geneva-Harney Bus Rapid Transit	\$ 256
San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	\$ 87
San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	\$ 90
San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	\$ 501

## Attachment 2.

**Plan Bay Area 2040 - Draft Transportation Investment Strategy  
Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Minor Roadway Expansions	\$ 906
San Francisco	Minor Transit Improvements	\$ 121
San Francisco	Multimodal Streetscape	\$ 383
San Francisco	Muni Forward (Transit Effectiveness Project)	\$ 612
San Francisco	Parkmerced Transportation Improvements	\$ 76
San Francisco	PDA Planning	\$ 51
San Francisco	Presidio Parkway	\$ 1,595
San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	\$ 450
San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	\$ 82
San Francisco	Roadway Operations	\$ 182
San Francisco	San Francisco Late Night Transportation Improvements	\$ 91
San Francisco	SFgo Integrated Transportation Management System	\$ 89
San Francisco	Southeast San Francisco Caltrain Station - Environmental	\$ 11
San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	\$ 406
San Francisco	Transit Preservation/Rehabilitation	\$ 2,256
San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	\$ 974
San Francisco	T-Third Mission Bay Loop	\$ 7
San Francisco	T-Third Phase II: Central Subway	\$ 1,578
San Francisco	Van Ness Avenue Bus Rapid Transit	\$ 215
San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	\$ 168
BART	BART Metro Program + Bay Fair Connector	\$ 1,055



**Attachment 2.**  
**Plan Bay Area 2040 - Draft Transportation Investment Strategy**  
**Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
<b>BART</b>	BART Transbay Core Capacity Project	\$ 3,419
<b>CAHSR</b>	California HSR in the Bay Area	\$ 8,400
<b>Caltrain</b>	Caltrain Electrification Phase 1 + CBOSS	\$ 2,360
<b>TJPA</b>	Caltrain/HSR Downtown San Francisco Extension	\$ 3,999
<b>TJPA</b>	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$ 1,741
<b>Multi-County</b>	511 Traveler Information Program	\$ 280
<b>Multi-County</b>	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan	\$ 995
<b>Multi-County</b>	Bay Trail - non toll bridge segments	\$ 220
<b>Multi-County</b>	Capital Projects Debt Service	\$ 4,100
<b>Multi-County</b>	Climate Program: TDM and Emission Reduction Technology	\$ 535
<b>Multi-County</b>	Clipper	\$ 1,735
<b>Multi-County</b>	Cost Contingency	\$ 1,000
<b>Multi-County</b>	Lifeline, Community Based Transportation Program, and Mobility Management	\$ 890
<b>Multi-County</b>	Local and Streets and Roads - Existing Conditions	\$ 20,970
<b>Multi-County</b>	Local Streets and Roads - Operations	\$ 12,850
<b>Multi-County</b>	Means-Based Fare Study Implementation	\$ 150
<b>Multi-County</b>	New/Small Starts Reserve	\$ 680
<b>Multi-County</b>	Priority Development Area (PDA) Planning Grants	\$ 200
<b>Multi-County</b>	Regional and Local Bridges - Existing Conditions	\$ 14,500
<b>Multi-County</b>	Regional Carpool Program	\$ 60
<b>Multi-County</b>	Regional Rail Station Modernization and Access Improvements	\$ 370

**Attachment 2.**  
**Plan Bay Area 2040 - Draft Transportation Investment Strategy**  
**Projects in San Francisco and Multi-County Projects of Interest to San Francisco**

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
Multi-County	Regional State Highways - Existing Conditions	\$ 13,750
Multi-County	Regional Transit Capital - Existing Conditions	\$ 28,616
Multi-County	Regional Transit Operations	\$ 122,470
Multi-County	Regional Transportation Emergency Management Program	\$ 25
Multi-County	SAFE Freeway Patrol	\$ 150
Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	\$ 30
Multi-County	Transportation Management Systems	\$ 500

*Total Project Cost includes costs through construction or other phase as indicated. Costs in Plan Bay Area 2040 may be lower, excluding previously expended funding.*

### Attachment 3

#### Proposed San Francisco Input into Plan Bay Area (PBA) 2040

- Transportation investment strategy generally looks good
  - All San Francisco projects that need to be included in PBA 2040 to allow them to advance are included
  - Strong focus on fix-it-first, for local streets and roads and transit; the latter has a higher proportion of funding compared to the current PBA
  - New emphasis on core capacity transit investments to enable strategic modernization and expansion of our core transit systems to increase reliability, safety and capacity
  - Reconfirmation of existing Federal Transit Administration New Starts/Small Starts/Core Capacity priorities and addition of new ones:
    - Downtown Rail Extension
    - Geary Bus Rapid Transit
    - BART Core Capacity Project
    - Caltrain Electrification
    - Better Market Street (pending confirmation)
- Housing and jobs projections for SF look aggressive (for jobs in particular) but within the realm of the possible
  - Planning Department is working to redistribute proposed growth within SF to be consistent with current plans and policies
  - Annual housing production rate is unrealistically optimistic (and much higher than current production) without additional tools and resources
  - Job growth, too, is significantly higher than what was assigned in PBA 2013 yet lower in San Jose and Oakland, which doesn't make sense given MTC's aspiration to focus growth in housing and jobs in the region's big 3 cities
- The poor performance of the Draft Preferred Scenario regarding goals for improving housing affordability and mitigating risk of displacement mandate that ABAG/MTC identify tools, resources and a legislative agenda necessary to meet these goals
  - Regional and state-level structural reform, with real teeth, is needed to ensure adequate housing production region-wide and to ensure that all cities do their part
  - Significantly increased and stable funding for housing production and preservation is needed, especially if the region makes a commitment to work toward improving its performance in housing affordability and addressing displacement of existing residents
  - ABAG/MTC should work with local jurisdictions to prepare an implementation plan that can be acted on by the time PBA 2040 is adopted in late 2017
  - To inform the implementation plan, MTC/ABAG should establish a pilot program, to see what it really takes to produce affordable housing and, if possible, also address

job displacement at the same time. An ideal pilot would use regional funds (perhaps NOAH, TOAH) leveraging local dollars to fund similar efforts in 2 or 3 locations facing high displacement risk to see what works in different locations/types (big city, suburb)

- To provide some near-term relief for affordability and displacement pressures, we urge MTC to accelerate funding for Lifeline Transportation Program, Means-Based Fare Implementation, Community Based Transportation Plans, Late Night Transportation, and Regional PDA Planning grants for places facing high displacement risk.
- As one of the three big cities taking on most of the growth in jobs and housing in PBA 2040, San Francisco is willing to do our part but needs MTC to help direct “real” transportation dollars to support state of good repair, Vision Zero safety improvements, and transit modernization and capacity expansion that are necessary to support access to the assigned jobs and housing within San Francisco, which would even more firmly establish the City’s role as the region’s job center.
  - San Francisco has successfully secured local revenues for transportation and housing and is continuing to seek additional revenues given insufficient and unreliable state and federal funds. As one of the 3 big cities taking on the most job and housing growth in PBA 2040, we want to ensure we are receiving a commensurate share of regional discretionary dollars and not being penalized for seeking and securing new local dollars
  - We look forward to working with MTC to advocate for and secure new revenue sources to help implement PBA’s transportation investment strategy such as a Regional Measure 3 bridge toll increase and potential new state and federal sources



# Memorandum

**Date:** 10.05.16 **RE:** Plans and Programs Committee  
October 11, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *TJC*

**Subject:** **ACTION** – Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

## Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 20 Committee meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. We will provide a presentation and any updates at the Plans and Programs Committee on October 11 and again at the full Board meeting on October 25. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

## BACKGROUND

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, 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.

This planning cycle, known as PBA 2040, is a focused or minor update to the region's first RTP/SCS adopted in 2013 (PBA 2013), meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating the scope, schedule, and budget of projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle (e.g. goods movement). This update, like PBA 2013, will extend through 2040.

The final PBA 2040 transportation and land use scenario 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. For PBA 2040, expected revenues include identified federal, state, and regional funding (including existing bridge tolls, existing gas taxes, federal New Starts, Small Starts, and Core Capacity grant program, cap and trade, and high speed rail funds), existing local funding (such as transit fares, San Francisco's Prop K sales tax, Prop AA vehicle registration fee revenues, and transit operators' expected shares of federal and state formula funds). It also includes anticipated new revenue sources such as a third regional bridge toll measure, reauthorization of local transportation sales taxes, a regional gas tax, future congestion charges and tolls, revenues from transportation ballot measures to be decided through the November 2016 election, and a placeholder for anticipated, but unidentified revenues that is based on historical analyses of new revenues that hadn't been included in prior RTP/SCSs.

Building on substantial local and regional efforts over the past year and a half, in September MTC and ABAG released their draft preferred land use scenario and transportation investment strategy for PBA 2040 and have asked for comments to be submitted in advance of finalizing the Preferred Scenario to be adopted by the two agency Boards in November.

## DISCUSSION

The purpose of this memorandum is to seek feedback and a recommendation for approval of San Francisco's input on the PBA 2040 Draft Preferred Scenario that the Transportation Authority in partnership with the rest of the City family will need to submit to MTC and ABAG this month. To comply with MTC/ABAG's tight timelines, we will submit a staff draft of San Francisco's input by the regional agencies' October 14 deadline. We will modify that input as needed based on actions taken and guidance received at the October 25 Transportation Authority Board meeting.

**San Francisco's Adopted Goals and Objectives:** Our approach to PBA 2040 has been informed by the Board-adopted goals and objectives shown in Attachment 1 (adopted October 2015). 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.

**San Francisco Project Priorities Included in the Draft PBA 2040 Transportation Investment Scenario:** Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also invited to submit project ideas through the

call for projects issued by the Transportation Authority in May 2015 and approved by the Transportation Authority Board in October 2015. We also worked with multi-jurisdictional transit operators and regional partners (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Transbay Joint Powers Authority, and the Peninsula Corridor Joint Powers Board) to ensure that their own submitted priorities addressed San Francisco's needs.

Projects can be included in PBA 2040 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 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.** For PBA 2040, MTC is proposing to bundle packages of capacity-changing projects into overarching regional programs such as Bay Area Forward (dealing with express lanes and regional demand management) and the Core Capacity Implementation Project (which will include projects identified through the ongoing MTC-led Core Capacity Transit Study which staff is actively participating in and was funded in part with Prop K sales tax revenues).

Attachment 2 summarizes the San Francisco projects proposed for inclusion in the financially constrained draft PBA 2040 transportation investment strategy, as well as regional projects of interest to San Francisco. The latter are generally listed as "multi-county" projects. Our initial analysis, pending additional detail from MTC, is that the draft scenario includes all of the projects we submitted for inclusion last year, either as named projects or through inclusion in a programmatic category.

**Proposed San Francisco Input on the Draft PBA 2040 Preferred Scenario:** We have evaluated the draft preferred scenario recently released by MTC and ABAG and are cautiously optimistic that it achieves many of our goals and objectives for PBA 2040 (see Attachment 1), pending additional analysis and clarification, specifically regarding the SOGR and operations distribution to San Francisco and its transit operators, proposed revisions to the sub-county (internal) distribution and type of growth proposed for the City, and how MTC and ABAG intend to revise the draft scenario pending the outcome of the November election that will determine the fate of several transportation revenue measures throughout the region as the draft scenario assumes they will all pass. Given the tight timeline leading to adoption of the Final Preferred Scenario, we are seeking input from the Plans and Programs Committee on the proposed San Francisco input on the Draft Preferred Scenario as detailed in Attachment 3. We don't anticipate that the high-level comments will change substantively while we continue to work with our city and regional partners to refine the comments and provide supporting details.

**Next Steps:** The draft preferred land use and transportation investment scenario was released for public review in September and will be presented to the MTC and ABAG Boards for adoption in November 2016. We are continuing to work with the Planning Department, SFMTA, regional transit operators, and the Mayor's Office to develop a joint San Francisco response to the proposed scenario. We are all also working with our peers in Oakland and San Jose on a proposed joint letter touching on concerns and advocacy points shared by the Bay Area's three largest cities, which are facing significant housing and displacement challenges and the largest need for SOGR investments and access improvements to support the significant share of the region's planned growth assigned to our communities.

Once it is adopted, MTC and ABAG will perform the required environmental review and adopt the final PBA 2040 between July and September 2017. Both agencies are currently working to develop an Implementation Action Plan for PBA 2040. These documents will guide future regional policy and investment decisions until the next Plan Bay Area is adopted in 2021.

## ALTERNATIVES

1. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, as requested.
2. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC received a brief update on this item at its September 28, 2016 meeting wherein we noted that we were still reviewing information recently received from MTC/ABAG (particularly on housing and land use assumptions) and were working with city agencies to develop a coordinated San Francisco set of comments on the PBA 2040 draft preferred scenarios. The CAC had previously been briefed on our initial evaluation of the transportation investment strategy. Due to the November timeline for MTC/ABAG adoption of the preferred scenario, we explained that any Transportation Authority Board action on PBA 2040 would likely occur in October and that we would provide the CAC with an update at its next meeting, scheduled for October 26, and would share Plans and Programs Committee materials with the CAC when they become available.

## FINANCIAL IMPACTS

There is no financial impact to the Transportation Authority's adopted FY 2016/17 budget from the requested action.

## RECOMMENDATION

Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario.

## Attachments (3):

1. San Francisco Adopted Goals and Advocacy Objectives
2. List of San Francisco Projects in the Plan Bay Area 2040 Draft Preferred Scenario
3. Proposed San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario