



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 14, 2017; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

Clerk: Steve Stamos

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

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

14. Public Comment
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***Additional Materials**

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 22, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:05 p.m.

CAC members present were Chris Waddling (Chair), Becky Hogue, Brian Larkin, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier (9).

Chair Waddling requested that, given the lengthy agenda, CAC members limit their questions to two per item, along with a combined total of five minutes of discussion per item.

2. Chair's Report – INFORMATION

Chair Waddling reported that at its February 28, 2017 meeting the Board would consider a proposal by Chair Peskin to revise its Administrative Code and Rules of Order to eliminate the Finance and Plans and Programs Committees in order to have the full Board meet twice on the month, on second and fourth Tuesdays. He said the proposal would entail a first and second appearance for action items, which would be agendaized at two Board meetings prior to approval. He said the intent of the changes was to encourage the Board to be more engaged, and encouraged CAC members to help Board members engage with transportation issues by reaching out to them on issues of concern. Chair Waddling also reported that the Federal Transit Administration had delayed approval of a Full Funding Grant Agreement for the Caltrain Electrification project until the administration released its Fiscal Year 2017/18 budget. He requested an update by Caltrain staff on the status and funding situation of its Electrification project.

3. Election of Vice Chair for 2017 – ACTION

Chair Waddling asked the two candidates for CAC Vice Chair to present their qualifications.

Bradley Wiedmaier said his experience included a lifetime of travel and passionate interest in urban planning, transportation and politics. He said he had been trained by one of California's leading architectural historians, and that an important role of the CAC was to help promote effective transportation strategies to the public to gain support for implementation.

Peter Sachs said he gained respect for the public process through his early career as a reporter on city hall and higher education issues. He said his current career as an air traffic controller had given him appreciation for the role of public servants and the importance of continuous learning. He agreed with Mr. Wiedmaier that the CAC's passionate engagement with transportation issues should be translated into public advocacy.

The motion to elect Bradley Wiedmaier as Vice Chair was not approved by a majority of the CAC Members.

The motion to elect Peter Sachs as Vice Chair was not approved by a majority of the CAC Members.

Since neither of the nominees received a majority of the vote, Chair Waddling continued the item to the March 22 CAC meeting to allow absent CAC members to vote and encouraged both

candidates to stay in the race.

Consent Agenda

4. **Approve the Minutes of the January 25, 2017 Meeting – ACTION**
5. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
7. **State and Federal Legislative Update – INFORMATION**
8. **Citizens Advisory Committee Appointment – INFORMATION**

There was no public comment.

Peter Sachs moved to approve the Consent Agenda, seconded by Brian Larkin.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

End of Consent Agenda

9. **Adopt a Motion of Support for the Allocation of \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Steve Rehn, Senior Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked why environmental clearance was needed for the Arguello Boulevard Traffic Signal Upgrade project since it was replacing existing equipment. Dusson Yeung, Assistant Engineer at the San Francisco Municipal Transportation Agency (SFMTA), replied that environmental clearance was required whenever a project included excavation that could impact a historical resource. He said those kinds of clearances were usually straightforward and were issued by the Planning Department within about two months. Peter Tannen added that based on his experience as an SFMTA engineer, upgrade projects sometimes involved new or relocated underground equipment which would require excavating new locations.

Peter Sachs noted that the diagram of the planned intersection improvements at Junipero Serra Boulevard and 19th Avenue seemed to show a reduction in the number of travel lanes from three to two to make room for the larger pedestrian refuge area, and asked if his interpretation was correct. Derek Bower, Principal Financial Analyst at the SFMTA, said he would check with the project team and get back to the CAC. Peter Sachs clarified that he supported the idea of improving the intersection, but wanted to make sure any traffic impacts would be mitigated.

Jacqueline Sachs asked if the Arguello Boulevard Traffic Signal Upgrade project would address the unsatisfactorily short timing for the pedestrian crossing at Lake Avenue. Mr. Rehn confirmed

that the signal at Arguello Boulevard and Lake Street was included in the scope of the project. Mr. Yeung added that the signal timing would be upgraded to current standards of a minimum 2.5 feet per second speed for pedestrians using the crosswalk.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

10. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Chair Waddling said that he was disappointed that the Cargo Way project was not recommended for funding but he understood why. Mr. Pickford replied that the project was requesting funding in the third year of the program and that the recommendation to hold a call for projects to program additional Prop AA funds before Fiscal Year 2018/19 would allow the Cargo Way project to compete [if it was able to shore up its funding plan] and potentially receive Prop AA funds in the year requested in its current application.

Becky Hogue asked how streets were chosen for pedestrian lighting. Chava Kronenberg, Pedestrian Safety Manager at the SFMTA, said that pedestrian lighting was the highest priority from residents participating in the Western Addition Safety Plan and that among the streets, the ones chosen were transit routes. She said that they requested funds for all the streets identified in the plan, but given the partial funding recommendation, they would work with the community to make sure that the funds go to a high-priority corridor. She said that Prop AA was unusual in being able to fund pedestrian lighting, but that other revenue sources would fund other recommendations in the Western Addition plan.

Brian Larkin asked about phasing for the Geary Boulevard paving project and whether the entire road would need to be closed. Mr. Pickford replied that he would follow up with Public Works staff.

Peter Sachs said that he was impressed with how many projects were being funded out of the relatively small amount of available funding. He said he was also impressed with the level of community involvement on the Haight Street project and thought that the Muni Metro station lighting and wayfinding improvements would make a big difference.

Bradley Wiedmaier said the Potrero Loop seemed like an ambitious project to heal a part of the city very negatively affected by the freeway. He asked if there were similar example projects in other locations that used the proposed features, such as vertical plantings. Mr. Pickford replied that he would have to follow up on some of those details, but reiterated that Prop AA funds would be directed to more familiar aspects of the project, including bulb-outs and sidewalk widening. He added that the evaluation team had checked to see that the sponsor had an appropriate level of interaction with Caltrans, which owned much of the property in the area, and that that agency would also be vetting the proposal.

Mr. Wiedmaier asked whether there were missed opportunities to address the historic character of the neighborhood. He cited historic buildings at including the Home for Protecting Boys at Mariposa and Utah Streets or the Slovenian Hall. Mr. Pickford said that staff would follow up to ask whether those historic properties were considered in development of the project.

Peter Tannen asked whether the Haight Street project would involve removing parking. Mr. Pickford replied that the project included transit bulbs and curb bulbs and was expected to result in an 8% reduction in parking. Mr. Tannen said that he had walked around the area of the Potrero Gateway project and thought it would be a benefit to the area. He added that the improved signage in the Muni Metro project would be a great benefit to riders.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Ablog and Larson (2)

11. Adopt a Motion of Support for Approval of the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff presentation.

Shannon Wells-Mongiovi asked if the study had looked at crime rates in that area to see if crime had increased. Mr. Heidel replied in the affirmative, and said the data showed that there had been an increase in property crimes. He said a sworn officer presence could help address the problem.

Bradley Wiedmaier commented that he worked near Lombard Street and was familiar with the area. He suggested that the traffic queue should be on Larkin Street instead of Lombard since Larkin had a gentler grade. He also suggested that the tourism industry should be encouraged to promote other attractions such as the 49-mile drive, the Vermont more-crooked street, the Filbert steps, etc. He said there was a strong case for closing the street, as it was such a madhouse on summer holidays.

Peter Sachs expressed surprise that there wasn't more emphasis in the study on ideas for bolstering public transit options such as creating a parking lot in another area with a transit connection to Lombard. Mr. Heidel replied that the street could handle 220 cars per hour before a queue developed. He said the study considered public transit options, but they didn't receive neighborhood support.

Chair Waddling agreed with Mr. Wiedmaier that the tourism industry should be encouraged to promote other San Francisco attractions. He asked about next steps following the study for addressing the issue. Mr. Heidel replied that two elements of the recommendations, enforcement and engineering, would be the SFMTA's responsibility. He said the tourism industry would be responsible for implementing the education and encouragement elements. He noted that a follow-on study of pricing and reservations would be completed by the Transportation Authority.

Shannon Wells-Mongiovi asked if the reservation and pricing concepts had support within the neighborhood and what the status of legislation was. Mr. Heidel replied that those concepts had received 86% support within the neighborhood. He said Supervisor Farrell's office had been in communication with Senator Wiener's office, but they were not yet at the stage of drafting legislation.

During public comment, Christina Zambardo, a Lombard neighborhood resident from Montclair Terrace, said she had lived there since 1973. She said she felt there had been an exponential increase in visitors in the last couple of years, and pointed out that Trip Advisor listed the Crooked Street as one of San Francisco's top attractions with appealing qualities such as being free of charge and having flowers. She said the street had become something like a recreational park, but without the necessary services such as restrooms and garbage cans. Ms. Zambardo expressed opposition

to the closure of the street and expressed support for all the recommendations proposed by the study, particularly pricing. She said pricing was much-needed new thinking.

A member of the public said she had lived on the Crooked Street since 1985. She expressed concern about a pricing scheme regarding who would have to pay. She asked if services engaged or needed by residents such as Uber, housekeepers or emergency vehicles would have to pay and be registered.

A member of the public asked how revenues generated by a pricing scheme would be used. Mr. Heidel replied that expenditure plans for the revenue would be determined based on pricing levels. He said any pricing system would require creation of an umbrella agency that would be charged first with using the revenues to maintain the system and secondarily to support other activities such as other recommendations in the study.

Daniel Kassabian, a Montclair neighborhood advocate, presented a slideshow advocating a tolling system and increased police presence by sworn officers, and opposing new pedestrian safety features such as sidewalk bulb-outs. He suggested that toll revenues could help support increased police presence.

Greg Brundage, President of Lombard Hill Improvement Association, said he had worked closely with Supervisor Farrell and Mr. Heidel during the course of the study. He encouraged policymakers to follow through on the study's recommendations and said a street closure would not work. He felt that the key recommendation was the reservation system since that would reduce traffic volume directly. He said parking control officers had been extremely helpful during summer months and peak periods and added that law enforcement was critical as crime was a big problem.

Megan Hanley, a Lombard Street resident, suggested that the cable car stop be moved a block away.

Chair Waddling asked when approval of the study would go to the full board. Maria Lombardo, Chief Deputy Director, replied that, assuming the Board would adopt the new committee structure at its next meeting, the study would be presented to the Board on March 14.

Jacqueline Sachs moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, Tannen, Waddling and Wells-Mongiovi (7)

Nays: CAC Member P. Sachs (1)

Abstain: CAC Member Wiedmaier (1)

Absent: CAC Members Ablog and Larson (2)

12. **Presentation on Regional Measure 3 – INFORMATION**

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff presentation.

Brian Larkin asked why the amount available for capital projects through a 25-year bond would only be \$1.7 billion for a \$1 toll, when the annual revenue would be \$127 million, and if the cost of financing were so high that it would make the amount available that low. Ms. Beaulieu responded that the was information provided by the Metropolitan Transportation Commission (MTC) based on the existing financing structure of the existing bridge measures. Maria Lombardo, Chief Deputy Director, added that this would likely be the worst case scenario for financing on the bridge toll revenues, and that financing costs would likely not be as high as this, especially since not all projects were ready to proceed right away.

Becky Hogue asked how this additional bridge toll would relate to the congestion pricing plans

for Treasure Island and Yerba Buena Island. Ms. Beaulieu said that MTC had the authority to toll travelers to and from Treasure Island, and that staff were having conversations with MTC staff to work out the details.

Peter Sachs expressed concern about the equity implications, and said that in a lot of other cities with toll facilities there were viable non-tolled options, such as either robust transit or free roads. He said that for the most part, the Bay Area did not have those options, and that absent an equity plan, he was skeptical about the proposal.

There was no public comment.

13. Update on Late Night Transportation Plan – INFORMATION

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff presentation.

Jackie Sachs asked if staff had reviewed the 2002 schedules for late-night service, and said the service ran very efficiently then with good transfers. Mr. Dentel-Post responded that he had reviewed them.

Bradley Wiedmaier asked if staff had considered Senator Wiener’s proposed legislation to extend the bar closing time from 2:00 a.m. to 4:00 a.m. Mr. Dentel-Post responded that he had not considered that idea specifically, but that nightlife districts already had high late-night transit ridership and that extending bar hours would only increase the need for improved all-night transit service.

Chair Waddling stated that he supported the proposed improvements to the 91-Owl route because there was high ridership along Third Street and a need for the service to run more reliably.

During public comment, Edward Mason said that timed connections between routes were an important consideration when planning late-night service.

14. Major Capital Projects Update – Central Subway – INFORMATION

Luis Zurinaga, Project Management Oversight Consultant, presented the item per the staff memorandum.

Chair Waddling requested follow up on his offer to arrange a tour of the Central Subway stations during the construction phase. He asked if the stations would all have center platforms, which Mr. Zurinaga replied affirmatively.

Peter Tannen asked if the new federal administration might hold up appropriation of the Central Subway’s New Starts funding. Mr. Zurinaga replied that it would be almost unprecedented for the federal government to withhold the final funding for a nearly completed project that had completed all the prerequisites, but that these were unprecedented times.

Bradley Wiedmaier asked about the cause of the delay in the construction schedule. John Funghi, Project Manager at the SFMTA, replied that the critical-path delays were driven by the rate of progress at the Chinatown Station, but added that the quality of the work was outstanding. He said the contractor was conducting the excavation very cautiously so as not to damage property on the surface above by using “small-bite” excavation techniques. Mr. Funghi said the contractor’s crews were operating 24 hours per day, six days per week and that jumbo equipment would be arriving soon to increase the rate of production, but that it would be difficult to fully recover the project schedule. He said that SFMTA might change the project’s sequencing plan so it could begin revenue service with a terminus at the Union Square Station until completion of the Chinatown Station.

There was no public comment.

15. Presentation on Transportation Network Company Congestion – INFORMATION

Drew Cooper, Transportation Planner, and Warren Logan, Senior Transportation Planner, presented the item per the staff presentation.

Bradley Wiedmaier asked if there had been efforts to measure congestion caused by Transportation Network Companies (TNCs) and other technology-enabled transportation in the city other than at the airport. Mr. Cooper replied that sufficient data was not available for such an effort, but that one of the tasks in the study (Task 3) would be acquiring the necessary data. He said that while overall congestion was regularly measured, there was no good dataset enumerating the numbers of vehicles on the road by the very specific types that would be required to differentiate TNCs from other vehicles.

Mr. Wiedmaier asked if the study would address equity issues such as whether the new generation of transportation services was meeting the needs of various population groups including those with special needs. Mr. Logan responded that in developing a policy framework the study would be looking at equity, safety and other needs.

Shannon Wells-Mongiovi asked about the process for acquiring data and suggested that taxi driver interviews were a potential source.

Chair Waddling asked whether San Francisco had any regulatory leverage to require data sharing, or if that clout all resided with the state since vehicles were licensed by the state. Mr. Cooper said the Transportation Authority had been working with the SFMTA to try to get data from the state.

Mr. Wiedmaier asked if the study would look at potential regulatory frameworks for TNCs that were available to the city. Mr. Logan replied that potential regulatory frameworks would be part of the study's legislative inventory. He said the inventory would identify the existing regulatory levers and evaluate those that would be most effective.

During public comment, Edward Mason advocated for sharing the study results with the MTC) to inform a regional approach to regulating TNCs. He said that TNCs touted the sharing economy but didn't share data, and that there was pending legislation to transfer regulatory authority over TNCs away from the California Public Utilities Commission. Finally, Mr. Mason asked if MTC and SFMTA would be study partners, pointing out that equitable service was one of SFMTA's guiding principles. Mr. Logan responded that the study principles would be working with the SFMTA, and that SFMTA's guiding principles would be one of the core pieces informing the policy framework.

Mark Gruber, a San Francisco cab driver for over 30 years and a member Taxi Alliance, said that there had been no study of the environmental impacts of TNCs but suggested that there was lots of data available. He said that according to tax records there were 45,000 TNC drivers working in San Francisco, compared to approximately 2,000 taxis. He said San Francisco was the second most congested city in the United States, up from seventh most congested five years prior. Mr. Gruber said that average speeds during peak periods dropped by 25% between 2013 and 2015. He pointed out that congestion caused pollution and said San Francisco had the sixth worst particulate pollution in country, where previously it had not even been in the worst 25. Finally, Mr. Gruber cited data from the University of California Transportation Center showing that only 6% of Uber or Lyft users would have otherwise driven their own cars, that 39% would have used taxis, and 35% would have used public transit.

16. Introduction of New Business – INFORMATION

Bradly Wiedmaier asked staff to provide advanced notice of the items on upcoming agendas. Shannon Wells-Mongiovi agreed, saying especially for high-interest projects like Lombard Crooked Street.

Chair Waddling reiterated his request for an update on the status of Caltrain's major capital projects.

There was no public comment.

17. Public Comment

During public comment, Edward Mason reported that there were 40 commuter shuttles per hour during peak commute periods in Noe Valley, resulting in delays to Muni service. He said one back-up caused by shuttle traffic delayed 18 Muni buses. He reminded the CAC that SFMTA's 1-year extension of the pilot program for commuter shuttles would expire in March 2017.

Chair Waddling requested any data SFMTA had on shuttle-caused Muni delays.

18. Adjournment

The meeting was adjourned at 8:35 p.m.



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 28, 2017

1. Roll Call

Chair Peskin called the meeting to order at 11:06 a.m.

Present at Roll Call: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (9)

Absent at Roll Call: Commissioners Farrell (entered during Item 3) and Tang (entered during Item 11) (2)

2. Chair's Report – INFORMATION

Chair Peskin reported that he recently joined Commissioners Cohen, Ronen and Safai at the unveiling of a project that sums up the importance of community planning and funding allocated by the Transportation Authority. He said the ribbon-cutting ceremony was for a one-mile stretch of pedestrian and bicycle improvements on Mansell Street that the community had been working on for seven years. He noted it was a first-of-its-kind project in the city and was truly an inter-agency collaborative effort, led by the Recreation and Park Department with support from the Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), and Public Works, in addition to strong community participation by McLaren Park Collaborative, Walk SF and the San Francisco Bicycle Coalition. He said the \$6.8 million Vision Zero safety & streetscaping project reconfigured two fast-moving lanes into a protected bike and pedestrian pathway with sidewalk extensions, and was the last in a series of improvements to the recreational open space in McLaren Park. He said the Transportation Authority provided 80% of the funds with Prop K sales tax, Prop AA vehicle registration fees and federal One Bay Area Grant funds. He acknowledged the former Board Chair and District 11 Supervisor John Avalos for his tireless work with the community and Commissioners Campos and Cohen to fully realize the project. He added that the Mansell project showed that the city could move bold infrastructure projects when there was a robust and engaged community planning process coupled with smart local investments, and that he looked forward to helping to fund similar projects in all the districts. He said that his staff would be following up with individual offices to identify district project and priorities and would like to ensure that the Transportation Authority is responsive to the diversity of infrastructure and programming needs in every district.

Chair Peskin announced the addition of a full pedestrian scramble at the dangerous intersection of Kearny and Clay Streets in Chinatown, where a senior resident was killed in 2015. He said that a broad coalition of stakeholders spent years identifying the need for pedestrian scramble signals in the dense pedestrian-rich neighborhood of Chinatown and that the SFMTA agreed to the full installation which was finished the week prior. He thanked Tom Maguire and the entire engineering team at the SFMTA for their quick work to implement this Vision Zero improvement. Chair

Peskin also announced the makeup of the Vision Zero Committee. He said he was appointing Commissioner Yee as Chair of the Committee, given his strong record of Vision Zero advocacy and policy work. He said that Commissioner Safai would serve as Vice Chair, and that he would be the third member of the body, which would continue to meet on an ad hoc basis. He added that the Board would be hearing Commissioner Yee's resolution on Automated Speed Enforcement (ASE) at the next Board meeting, and that he was excited to see the Board push the State Legislature to do more to save lives locally.

Chair Peskin said that during his second term of office back in 2007 he was the lead sponsor for what became Proposition A, the charter amendment which increased funding for the SFMTA through parking enforcement. He said he continued to believe that transportation was one of the most important public assets that local government could sustain and invest in. He said it was time for the city to renew its conversations around sustainable progressive revenue, and that he was excited to co-chair the city's Transportation Task Force 2045, which would begin meeting next month. He thanked Commissioner Breed for helping to get the conversation started as well as the community stakeholders that had already stepped up to offer feedback on what had and had not worked in the past. He said it would be an inclusive, transparent and collaborative effort with a singular focus, which was to identify a winning, sustainable and progressive revenue source that would fund long-term streets and transit infrastructure operations and upgrades. He added that he was delighted to see so much energy already around the process, and that would like to set aside time at upcoming Board meetings to keep Commissioners apprised of the progress

Chair Peskin said that there was an article in the San Francisco Chronicle a few weeks prior detailing Transportation Secretary Chao's decision to halt funds for the Caltrain Electrification project, at least until the Federal Transit Administration could develop and deliver its Fiscal Year 2017/18 Budget to Congress. He said this was frustrating news and that he had asked Caltrain to provide an update on the Electrification Project update at the next Board meeting. He said the city would continue to work in partnership with the region and state to advance the project so that we could have cleaner, quieter, faster and more frequent Caltrain service and eventually bring Caltrain and High-Speed Rail trains into the heart of San Francisco. He said that he was glad the Board shared his commitment to making strategic long-term investments and ensuring that the Transportation Authority also fulfilled its fiduciary responsibility to the city's residents with strong fiscal oversight.

Chair Peskin said that the day prior Caltrain announced its intent to extend its electrification contracts for four months, using its project budget contingency in an effort to keep the project alive. He said the Board would receive a full status update from staff at the next Board meeting and the Transbay Joint Powers Authority's next phase of design work for the Downtown Rail Extension (DTX) project. He said he asked for information on both projects' budgets and oversight and welcomed every Commissioner's input as to what they would like to see in those presentations. He said additionally there would be a presentation from the Planning Department on their Railyard Alternatives and I-280 Boulevard Feasibility Study which was examining alternative ways to tunnel the DTX below 16th Street in Mission Bay. He noted that he asked for the presentation to focus on the evaluation framework and criteria for choosing a locally-preferred alignment. Lastly, he said that he would be attending the Planning Department's walking tour of the project site later in the week and urged the Board to take up that opportunity.

Finally, he thanked the Board for its strong discussion around engagement at the previous meeting. He said the feedback was helpful and that later in the meeting the Board would consider revisions to the agency's Administrative Code and Rules of Order, which hopefully reflected the desire of

the Board to be more collaborative and engaged on the full range of issues that impact all the districts, as well as citywide, regionally and beyond.

There was no public comment.

Commissioner Yee commented that the resolution he introduced on ASE would be heard at the Board of Supervisors Land Use Committee on March 13.

3. Executive Director's Report – INFORMATION

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

Commissioner Breed asked for clarification regarding the Lombard Study and whether there would be recommendations to consider for approval at the next Board meeting. Director Chang replied that the study would be considered for information or action at the next Board meeting, or could be considered for action the following month. Commissioner Breed asked what specifically the action would be at the meeting. Director Chang replied that it would be to approve the planning study, including the recommendations. Commissioner Breed asked what the study's recommendations were. Director Chang replied that they included improvements to pedestrian circulation and the loading and offloading of passengers, as well as a reservation and pricing system to manage the vehicular traffic, which consisted of 16,000 visitors who traveled by car to the site per day.

Commissioner Breed noted that the study had just been released and that she had concerns about charging people to travel down a street. She recognized that it was a major tourist attraction but that it was important not to expect the Board to take an action on the study when there was more discussion and outreach that needed to take place so that people would be aware of the impacts of a reservation and pricing system. She added the Board needed a clear understanding of how the system was going to help the situation and lead to significant change. Director Chang replied that there would be a thorough update at the next Board meeting.

There was no public comment.

4. Approve the Minutes of the January 24, 2017 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

Items from the Finance Committee

5. Adopt Positions on State Legislation – ACTION

During public comment, Eileen Boken, District 4 resident, urged the Board to sever Senate Bill (SB) 35 and Assembly Bill (AB) 342. She said there were a number of issues with SB 36 related to removal of local barriers to housing creation, and that for AB 342 she had testified at the Finance Committee regarding a community proposed amendment which would add automatic photo enforcement cameras on SFMTA transit vehicles to enforce moving violations, such as unsafe passing of a transit vehicle. She said that community representatives had recently met with Assemblymember Chiu and Ting's staff regarding the proposed amendment, and that the bill would first be heard at the Assembly Transportation Commission. She urged the Board and the

Board of Supervisors to support AB 342 as currently drafted as well as the proposed amendment, and also urged the Transportation Authority to identify it as a legislative priority with its State Legislative Advocate.

Chair Peskin commented that the staff recommendation for both SB 35 and AB 342 was to watch the bills as they were both new proposals, but as they evolved the Board would consider the suggestions.

Commissioner Kim expressed her support for AB 342 and that she looked forward to the Board having a discussion on it. She said the Vision Zero Committee had been talking about the legislation for several years and had advocated for one of the city's delegation members to sponsor legislation for speed enforcement cameras. She said based on the results of other cities around the world, ASE was the most important tool in reducing speeds and therefore achieving Vision Zero in any major city. She said the bill was incredibly important if the city was to achieve Vision Zero but she understood that members of the Board wanted more time to consider the legislation as its moved forward.

Chair Peskin commented that he believed the Board would get to a position of support for AB 342 as it moved through the Transportation Authority Board and Board of Supervisors.

Commissioner Yee commented that the Finance Committee had severed the bill to allow more time to understand it, but that he would have a hearing at the Land Use Committee to give people the opportunity to listen to members of the community who were supportive of it. He noted that Mayor Lee also supported the bill and had attended the press conference to introduce the legislation.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

6. **Approve an Eligible List for On-Call Project Management Oversight and General Engineering Services, Authorize the Executive Director to Execute Contracts to Shortlisted Consultants for a Three-Year Period with an Option to Extend for Two Additional One-Year Periods in a Combined Total Amount Not to Exceed \$6,000,000, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

7. **Authorize Borrowing up to \$46,335,835, to a Total Amount Not to Exceed \$140,000,000 from the Revolving Credit Agreement with State Street Public Lending Corporation – ACTION**

Chair Peskin stated that the item had been heard by the Finance Committee but asked if staff could provide a brief overview. Cynthia Fong, Deputy Director for Finance and Administration,

stated that it was an approval to draw down an additional \$46 million from the current \$140 million Revolver Credit Agreement. She said it was basically a commercial loan with a bank, in this case State Street Bank, and was a tool the Transportation Authority had used over the past few years to replace the Commercial Paper Program that was initiated in Fiscal Year 2005/06. She said the action was to draw down additional funds for new projects, which included motor-coach procurements, Radio Replacement, Central Control and Communications Center, trolley-coach procurements, and light-rail vehicle procurements.

During public comment, Eileen Boken, District 4 resident, urged the Board to continue the item, as she believed additional time was needed for the Transportation Authority to consult with the Office of Public Finance to revise and possibly develop a comprehensive financing plan in light of the significant changes at the federal level which would potentially have an impact on the agency's grants. She said there were also significant changes at the state level, as transportation funding would be allocated to repair damage from winter storms.

Jackie Sachs, member of the Citizens Advisory Committee (CAC), commented that the item was approved at the CAC's February 22 meeting.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

Items from the Plans and Programs Committee

8. Allocate \$4,456,324 in Prop K Funds and \$2,540,359 in Prop AA Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chair Peskin asked why the strategic plan needed to be amended for the Brannon Street pavement renovation project. Anna LaForte, Deputy Director for Policy and Programming, replied that funds were deobligated from previously completed projects so they were not currently assigned to a project. She said with the Prop AA program, there was only the strategic plan [and not stand alone five-year program of projects], so any programming action was actually to amend the strategic plan for the Prop AA program.

Chair Peskin said regarding the future commitment to allocate \$320,000, he did not believe the Board could pre-commit itself to a future action, and requested language to represent the intent to commit the funds. Ms. LaForte said staff had drafted language to recognize the intention of the district supervisors, which for this project was to utilize future Neighborhood Transportation Improvement Program funds for the future construction phase of the project. She proposed amending the resolution in three locations with language reflecting that the Board expresses its intent to make a future allocation.

Commissioner Cohen moved to amend the item to as proposed by staff, seconded by Commissioner Yee.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

9. Adopt the Fiscal Year 2017/18 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

10. Adopt the One Bay Area Grant Program Cycle 2 San Francisco Call for Projects Framework – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

Absent: Commissioner Tang (1)

Items for Direct Board Consideration

Chair Peskin called Items 11 and 12 together

11. Approve the Revised Administrative Code – ACTION

12. Approve the Revised Rules of Order – ACTION

Chair Peskin commented that the proposed revisions to the Administrative Code and Rules of Order would eliminate the Finance Committee and Plans and Programs Committee so the Board could meet twice a month. He said that similar to the Board of Supervisors process, public comment would be taken at the first Board meeting of the month while action would be taken at the second Board meeting. He noted that there was a provision for an item to be taken as action at the first Board meeting when necessary. He proposed two changes to the items, the first to eliminate Section 3(a) from the Administrative Code since it was an outdated provision that allowed members of the Board to have another local elected official serve as an alternate, though it had never been used. He said the second change was to Rule 1.9 of the Rules of Order, as occasionally the Committee Room would not be available for meetings.

Commissioner Breed asked for clarification on whether this would alter the meeting schedule for the rest of the year. Director Chang replied that staff would seek to minimize the change to the schedule and would utilize the time slot of one of the Committee meetings.

Commissioner Breed asked if Board meetings would be held when there was no Board of Supervisors' meeting scheduled. Director Chang replied that staff would try and avoid that.

Commissioner Breed said that with more presentations the meetings would run longer than usual and asked how that would affect preparation for the Board of Supervisors meetings.

Chair Peskin stated that if the meetings started at 10:00 a.m. that should leave enough time for preparation.

Commissioner Breed noted that a lot of Board of Supervisors' legislation was introduced on Tuesdays and that there could potentially be conflicts. She asked if public comment would be taken on every agenda item.

Chair Peskin said that similar to the Board of Supervisors' committee system, if public comment was heard on an item at the first Board meeting it was not necessary at the second Board meeting unless substantial changes were made to the item.

Commissioner Breed said that appointments to the Citizens Advisory Committee sometimes included a long list of speakers and asked if it would be possible to have a committee specifically for appointments.

Chair Peskin said that if the length of time for appointments became an issue a committee could be considered.

Commissioner Yee asked if the intent was to have public comment on only new items, and whether there would be no new items at the second Board meeting of the month.

Chair Peskin stated that public comment would be taken on an item's first appearance before the Board, but presumably most items at the second Board meeting would not need public comment.

During public comment, Eileen Boken stated that she supported these items as a consolidated meeting schedule was helpful for members of the public who were not at City Hall frequently. She said she also supported the amendment to the Administrative Code, as alternates should not be able to take action on items.

Jackie Sachs, CAC member, asked how the revised schedule would affect items that are considered by the CAC. Chair Peskin said the system would work exactly as it works now, with items going to CAC before coming to Board.

Commissioner Breed moved to amend Item 11 to remove Section 3(a) from the Administrative Code, seconded by Commissioner Fewer.

The amendment to Item 11 was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Commissioner Breed moved to amend Item 12 to clarify the definition of the Committee Room in Rule 1.9 of the Rules of Order, seconded by Commissioner Yee.

The amendment to Item 12 was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

The amended items were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Commissioner Safai asked if the Board should amend the items to have a hard stop time when the Board of Supervisors would be meeting later in the day. Chair Peskin replied that in the event a meeting would go longer than expected, he would recess the meeting and continue the remaining

items to the next regularly scheduled meeting.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Ed Mason stated that as the Congestion Management Agency for San Francisco, he wanted to provide his February 2017 observational report for the private commuter bus system. He said he had 19 observation periods ranging from a half hour to a full hour and had submitted 78 complaints of plain sight violations. He said 17 of the violations were for Muni delays due to a bus blocking street-level boarding, 14 were for no California license plates, 28 were for no SFMTA-issued decals, 5 were for not having the necessary 4 decals, 8 were for staging and not actively boarding, 2 were for excessive engine idling, 12 were for congestion, and 1 was for a stalled bus with an oil plume at Castro and 14th Streets. He said there was also one minor traffic incident that congested 24th and Church Streets for over 15 minutes and had buses backed up for two blocks.

Chair Peskin commented that he hoped the SFMTA was listening and that its commuters shuttle program was addressing these issues.

Andrew Yip commented about leadership culture.

Jackie Sachs commented that she was involved in the Late Night Working Group since September 2016 and asked the Board to look at the 2002 Muni schedule when there was good bus service. She said that in December 2009 bus service was reduced which left seniors, the disabled, and people who work at hotels and restaurants with limited options.

15. Adjournment

The meeting was adjourned at 12:08 p.m.

Agenda Item 4: Update on the Peninsula Corridor Electrification Project

Status of the contracts on the Peninsula Corridor Electrification Project:

In September 2016, a Limited Notice to Proceed (LNTP) was issued to the contractors to advance design of the project. The terms of the contract were guaranteed if a Full Notice to Proceed (NTP) was issued on March 1, 2017. On March 1, 2017 contractors were scheduled to move into the construction phase of the project. On February 17, 2017, FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress. Caltrain negotiated with the contractors for an extension to preserve the electrification project's contracts during this time. The contracts are fixed price design build contracts with prices tied to the proposed schedules submitted by the contractors.

How long is the extension with the contractors:

On February 27, 2017, Caltrain announced that it has negotiated an extension of the deadline for contractors to begin construction of the Peninsula Corridor Electrification Project while the agency awaits a decision from the FTA about the execution of a \$647 million funding agreement. The contractors agreed to extend the deadline for four months, from March 1 to June 30. Buying additional four months of time from the contractors could require the utilization of up to \$20 million in project contingency that otherwise would have been available for construction related expenses in the future. The sooner the grant agreement is executed, the smaller the impact will be to the project's contingency.

Current status of the FTA Core Capacity Full Funding Grant Agreement:

Caltrain has been working with the FTA since 2009 to ensure that the project meets all of the rigorous statutory and regulatory requirements of the Core Capacity competitive discretionary program. The project was rated highly after thorough evaluation including ridership studies, design assessments, financial analyses and cost benefit evaluations by the FTA and the U.S. Department of Transportation. On Friday February 17, 2017, the Caltrain FFGA completed the mandatory 30- day review period and is eligible for a signature to be executed. FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress.

The PCEP has already received \$73m in previously appropriated Core Capacity funds and the FFGA would allow Caltrain to access those funds in addition to future Core Capacity funds. The FY17 House and Senate Appropriations bill included \$333m for the core capacity program and the House bill specifically recommended \$100m for the PCEP.

In March, Caltrain Executive team, contractors, and members of the business community are meeting with officials in Washington D.C. to ensure that the merits and benefits of this project, which will create jobs throughout the country, is understood clearly by the Administration and key Members of Congress.

Every project that has achieved the FTA milestones mentioned above has received an executed Full Funding Grant Agreement.

For additional information:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electrification+Documents/PCEP+FAQ.pdf>

Contact Information: Casey Fromson, Caltrain Government Affairs Director,
fromsonc@samtrans.com



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RESOLUTION REAPPOINTING ONE MEMBER TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its March 14, 2017 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing one member to serve on the CAC for a period of two years, with final approval to be considered at the March 21, 2017 Board meeting; now therefore, be it

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

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



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *Tilly*

Subject: **ACTION** – Appoint One Member to the Citizens Advisory Committee

Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There is one open seat on the CAC requiring committee action. The opening is the result of the term expiration of Myla Ablog (District 5 resident), who is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There is one open seat on the Citizens Advisory Committee (CAC) requiring Board action. The opening is the result of the term expiration of Myla Ablog (District 10 resident). There are currently 34 applicants, in addition to Ms. Ablog who is seeking reappointment, to consider for the existing open seat.

DISCUSSION

The CAC is comprised of eleven members. The selection of each member is approved at-large by the Board. Per Section 5.2(a) of the Administrative Code, the CAC:

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

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

ALTERNATIVES

1. Appoint one member to the CAC.
2. Defer action until additional outreach can be conducted.

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

Appoint one member to the CAC.

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1
CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Sep 18
Shannon Wells-Mongiovi	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18

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

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 03.08.17)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Myla Ablog*	F	A	5	Japantown	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
6 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
7 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
8 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
9 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
12 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
13 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
14 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
15 Daniel Kassabian*	M	NP	2	Russian Hill	Neighborhood
16 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
18 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
19 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
20 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
21 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
22 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
23 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
24 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
25 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
26 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
27 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
28 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
29 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
30 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
31 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
32 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
33 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
34 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

35	David Zebker*	NP	NP	6	Tenderloin	Environment
	A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
		NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

*Applicant has not appeared before the Board.



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RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on Assembly Bill (AB) 342 (Chiu) and State Constitutional Amendment (SCA) 6 (Wiener), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. New Bills and Recommended Positions

**San Francisco County Transportation Authority
March 2017**

New Recommended Positions

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

Staff is recommending new support positions on Assembly Bill (AB) 342 (Chiu) and State Constitutional Amendment (SCA) 6 (Wiener), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill). Additional detail on bills with new support/oppose and watch positions are shaded in the attached state legislative matrix. It also provides detail on the other bills we are tracking.

Recommended Positions	Bill # Author	Keywords and Comments
Support	AB 342 Chiu D	Vehicles: automated speed enforcement (ASE): five-year pilot program. This bill would authorize, no later than January 1, 2019, the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies. This bill was previously discussed at the Transportation Authority's February Finance Committee meeting. The Board of Supervisors (BOS) Transportation & Land Use Committee is anticipated to hold a hearing on this bill on March 13.
	SCA 6 Wiener D	Local transportation measures: special taxes: voter approval. This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.
Oppose	SB 423 Cannella R	Indemnity: public contract liability. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.
	SB 493 Hill D	Vehicles: right-turn violations. This bill would reduce the violation fine for failing to stop before making a right hand turn from \$100 to \$35. Reducing penalties for drivers committing safety violations is not consistent with the City's Vision Zero goals.
Watch	AB 1007 Ting D	Personal income tax: definitions. This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco BOS is considering a resolution urging the State Legislation to pursue such authorization.
	AB 1103 Obernolte R	Bicycles: yielding. This bill follows other states in authorizing a so-called "Idaho Stop." The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.
	AB 1113 Bloom D	State Transit Assistance program. This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller.
	AB 1121 Chiu D	San Francisco Bay Area ferries. This is a spot bill related to developing new source of local funds for the SF Bay Ferry System.
	SB 760 Wiener D	Transportation funding: active transportation: complete streets. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities and establish a new division in Caltrans.

San Francisco County Transportation Authority

March 2017

Bills of Interest

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

Staff is recommending new support positions on Assembly Bill (AB), and Senate Bill (SB), and a new oppose position on

Bill #	Author	Description	Status	Position	Comments
<p>AB 1</p> <p>Introduced: 12/5/2016 Text</p>	<p>Frazier D (Dist 11)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.</p>	<p>Assembly Transportation</p>	<p>Support</p>	<p>This bill would create the road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. New gas taxes, diesel taxes, registration fees, and other sources would generate \$6 billion annually.</p> <p>See related SB 1 (Beall).</p>
<p>AB 17</p> <p>Introduced: 12/5/2016 Text</p>	<p>Holden D (Dist 41)</p>	<p>Transit Pass Program: free or reduced-fare transit passes. Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>Re-introduction of AB 2222 (2017) to establish a transit pass program for free or reduced transit fare passes to qualified schools for use by pupils. The 2016 bill was sponsored by TransForm and supported by a wide array of transportation groups and advocates. The source for funding in AB 2222 was Cap and Trade auction revenues. The bill was retained in Appropriations due to uncertainty over that funding source.</p>

San Francisco County Transportation Authority
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<p>AB 25 Introduced: 12/5/2016 Text</p>	<p>Nazarian D (Dist 46)</p>	<p>Tour buses. Current law imposes various requirements on the operation of tour buses, including, among other things, a requirement that a tour bus operator use a safety belt at all times when operating the tour bus. This bill would state the intent of the Legislature to enact legislation relating to the safe operation of tour buses.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This is a spot bill that expresses intent to develop legislation to foster safe operating tour buses.</p>
<p>AB 28 Amended: 3/2/2017 Text</p>	<p>Frazier D (Dist 11)</p>	<p>Department of Transportation: environmental review process: federal pilot program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Delegated authority allows for faster environmental clearance. With its expiration, Caltrans is not able to approve environmental documents, threatening the progress of transportation projects statewide. Transportation stakeholders across California have identified this as priority legislation. The bill needs to be approved by March 31 or the State will need to restart the approval process.</p>

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<p>AB 65 Introduced: 12/13/2016 Text</p>	<p>Patterson R (Dist 23)</p>	<p>Transportation bond debt service. Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.</p>	<p>Assembly Transportation</p>	<p>Oppose</p>	<p>Another in a series of bills intended to bring the State's High Speed Rail project to an end by shifting the debt service payments from truck weight fees to state General Fund.</p>
<p>AB 87 Introduced: 1/5/2017 Text</p>	<p>Ting D (Dist 19)</p>	<p>Autonomous vehicles. Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.</p>	<p>Assembly Transportation</p>	<p>Support</p>	<p>The bill amends the state's Autonomous Vehicle (AV) law to address the instance where an auto manufacturer or vehicle operator fails to comply is subject to revocation of the registration and is subject to a penalty of \$25,000 per day. Assemblymember Ting introduced this bill in the wake of the discovery that Uber was operating AVs in San Francisco without a permit form DMV. In response, the DMV revoked the registrations of Uber's 16 autonomous vehicles to pull the unregulated cars off public streets. The measure is supported by San Francisco Mayor Ed Lee, , and WalkSF, as well as bicycle interests.</p>

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<p>AB 91 Introduced: 1/9/2017 Text</p>	<p>Cervantes D (Dist 60)</p>	<p>High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.</p>	<p>Assembly Transportation 3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair Assembly Transportation</p>	<p>Watch</p>	<p>The measure applied to HOV lanes operated within Riverside County. It would require the HOV lanes there may only operate as such during the hours of heavy commuter traffic.</p>
<p>AB 174 Introduced: 1/17/2017 Text</p>	<p>Bigelow R (Dist 5)</p>	<p>California Transportation Commission: membership. Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>Current law and tradition directs the governor to seek geographic balance in appointing members to CTC. This bill would codify a requirement that at least one member be from a rural county.</p>

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<p>AB 179 Amended: 2/14/2017 Text</p>	<p>Cervantes D (Dist 60)</p>	<p>California Transportation Commission. Current law creates the California Transportation Commission. Current law provides that the Commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 7 of those voting members have specified qualifications</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>This bill would mandate that 6 of the 11 CTC members have expertise in the following areas: *Sustainable transportation *Public health effects of transportation *Climate change mitigation *Bike and pedestrian safety</p>
<p>AB 262 Introduced: 1/31/2017 Text</p>	<p>Bonta D (Dist 18)</p>	<p>Public contracts: lowest responsive bidder: eligible materials. The State Contract Act governs the bidding and award of public works contracts by specific state departments. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product.</p>	<p>Assembly Accountability and Administrative Review 3/22/2017 9 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, EGGMAN, Chair</p>	<p>Watch</p>	<p>This bill seeks to have prospective contract bidders qualify greenhouse emissions in basic construction materials.</p>

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<p>AB 342 Introduced: 2/7/2017 Text</p>	<p>Chiu D (Dist 17)</p>	<p>Vehicles: automated speed enforcement (ASE): five-year pilot program. Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.</p>	<p>Assembly Transportation</p>	<p>New – Recommend Support</p>	<p>This bill, coauthored by Senator Wiener and others, has been an adopted legislative priority of the SFCIA and SFMTA for years. It would allow both San Francisco and San Jose to pilot the use of ASE to enforce speed limits, consistent with the City's adopted Vision Zero policies.</p>
<p>AB 1007 Introduced: 2/16/2017 Text</p>	<p>Ting D (Dist 19)</p>	<p>Personal income tax: definitions. The Personal Income Tax Law imposes a tax on the entire taxable income of a resident taxpayer, provides for a specified treatment of the income of nonresidents, and provides, among other things, that specified definitions govern the construction of that law. This bill would make a nonsubstantive change to those provisions.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco Board of Supervisors is considering a resolution urging the State Legislature to pursue such authorization.</p>

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<p>AB 1103 Introduced: 2/17/2017 Text</p>	<p>Obermole R (Dist 33)</p>	<p>TITLE This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill follows other states in authorizing a so-called ‘Idaho Stop.’ The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.</p>
<p>AB 1113 Introduced: 2/17/2017 Text</p>	<p>Bloom D (Dist 50)</p>	<p>State Transit Assistance program. Would revise and recast the provisions governing the State Transit Assistance program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller that would have significantly reduced funding available for Bay Area transit operators.</p>

**San Francisco County Transportation Authority
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<p>AB 1121 Introduced: 2/17/2017 Text</p>	<p>Chiu D (Dist 17)</p>	<p>San Francisco Bay Area ferries. Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the San Francisco Bay Area region, as defined. This bill would state the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>Spot bill related to developing new local source of funds for SF Bay Ferry System.</p>
<p>SB 1 Amended: 1/26/2017 Text</p>	<p>Beall D (Dist 15)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Senate Government and Finance 3/8/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair</p>	<p>Support</p>	<p>This bill would create the road maintenance and rehabilitation program to address deferred maintenance on the state highway system and local roads. New gas tax, diesel tax, registration fee, and other sources would generate \$6 billion annually.</p>

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<p>SB 4 Introduced: 12/5/2016 Text</p>	<p>Mendoza D (Dist 32)</p>	<p>Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter. Planning and Zoning: affordable housing: streamlined approval process. Current law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. This bill would require an accessory dwelling unit development or a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and to not be subject to a conditional use permit.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This is one of several measures that comprise the Senate "California Rebuild" Infrastructure package.</p>
<p>SB 35 Amended: 2/21/2017 Text</p>	<p>Wiener D (Dist 11)</p>	<p>Planning and Zoning: affordable housing: streamlined approval process. Current law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. This bill would require an accessory dwelling unit development or a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and to not be subject to a conditional use permit.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This bill intends to address the removal of barriers to implementing housing, and affordable housing in particular.</p>

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<p>SB 423 Introduced: 2/15/2017 Text</p>	<p>Cannella R (Dist 12)</p>	<p>Indemnity. Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Current law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would make a nonsubstantive change to these provisions.</p>	<p>Senate Rules</p>	<p>New – Recommend Oppose</p>	<p>This bill would effectively require public agencies and other project owners to defend design professionals’ interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault. This bill is reintroducing SB 885 (Wolk -2016) that prohibits public agency contracts from requests or design firms or public works projects from defending claims made against others. SB 885 failed passage.</p>
<p>SB 493 Introduced: 2/16/2017 Text</p>	<p>Hill D (Dist 13)</p>	<p>TITLE Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.</p>	<p>Senate Transportation and Housing</p>	<p>New – Recommend Oppose</p>	<p>This bill reduces the fine for drivers failing to come to a complete stop “California Stop” while turning right at a red light. Under the bill, a driver would be cited similarly to other minor moving violations with a base fine ticket of \$35, rather than the present \$100. Straight through and left-turn red light violations would still be cited at the \$100 base fine ticket amount.</p>

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	SB 760 Introduced: 2/17/2017 Text	Wiener D (Dist 11)	Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.	Senate Rules	New – Recommend Watch	This bill would heighten the focus of Caltrans in the policy and active transportation by establishing a new division in Caltrans.
SCA 2 Introduced: 1/18/2017 Text	Newman D (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would prohibit those vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except that vehicle weight fee revenues would be authorized to be pledged or used for the payment of principal and interest on general obligation transportation bonds approved prior to January 1, 2017. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	The author intended the measure to protect new revenues generated by new transportation funding measures such as AB 1 or SB 1. However, it is not clear whether the bill as written accomplishes this and the author is currently analyzing the proposed language.	

San Francisco County Transportation Authority

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<p>SCA 6</p>	<p>Wiener D (Dist 11)</p>	<p>Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Senate Government and Finance</p>	<p>New – Recommend Support</p>	<p>This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.</p>
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Total Measures: 24

Total Tracking Forms: 24

RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH AECOM TECHNICAL SERVICES, INC. BY \$226,000, TO A TOTAL AMOUNT NOT TO EXCEED \$17,161,000, TO COMPLETE DESIGN SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

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

WHEREAS, the YBI Ramps Project consists of Phase 1 to replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps that would improve the functional roles of the current ramps, and Phase 2 to implement critical improvements to realign Southgate Road; and

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

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



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

WHEREAS, In October 2015, through Resolution 16-15, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction; and

WHEREAS, In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic, and now that the ramps are open and construction of Phase 1 is approximately 97% complete, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project; and

WHEREAS, The estimated cost for AECOM to complete its design support services (Attachment 1) and close out Phase 1 of the project is \$226,000 with completion anticipated by December 31, 2017; and

WHEREAS, As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract change order documents, as-built plans and right-of-way and maintenance documents to transfer the required improvements and associated maintenance responsibilities to Caltrans; and

WHEREAS, This contract amendment is contingent on the allocation of additional federal and state funds for the project, anticipated to be allocated by Caltrans in April 2017; and

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

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the

professional services contract with AECOM by \$226,000, to a total amount not to exceed \$17,161,000 for design support services; and be it further

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

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

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

Attachment:

1. Scope of Services

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Re-Evaluation of Quarters 10/ Building 267 for the National Register
of Historic Places

This amendment covers activities necessary for the re-evaluation of Quarters 10/Building 267 for the Nation Register of Historic Places to meet Stipulation II.C. of the Memorandum of Agreement Between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Yerba Buena Island I-80 Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

The following Tasks represent the work required to provide re-evaluation services for the project:

Task 401.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, and SHPO to ensure the re-evaluation intent is understood and issues and decisions relating to the re-evaluation are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the re-evaluation of Quarters 10 / Building 267. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 402.0 Quarters 10/Building 267 Re-Evaluation

An AECOM architectural historian will compile and review available previous documentation/recordation of Quarters 10 and Building 267 including DPR 523 forms prepared in 1998 and 2008, a FOE prepared in 2009 including HPSR with HRER attachments, a 2011 historic structure report, National Register of Historic Places nomination, Historic American Building Survey (HABS) reports, and any other relevant information to determine the character-defining features of the historical resource. An architectural historian, accompanied by a Senior CEQA/NEPA specialist, will conduct a site visit to photo document and take notes of the relocated buildings in their new setting and document previously called out character-defining features. From the site visit, a DPR 523 Update form will be created to record the buildings in their new location.

AECOM will prepare a memorandum summarizing the site visit, recordation, and re-evaluation of Quarters 10 and Building 267 for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) listing after the relocation of the buildings. On behalf of Caltrans, AECOM will draft a letter for SHPO concurrence of the re-evaluation findings and compile and submit a Draft Re-evaluation Package for Caltrans/SFCTA Review. The package will include the memorandum, letter and attachments. After receiving comments from Caltrans/SCFTA, AECOM will prepare a revised Re-evaluation Package for Caltrans/SFCTA Approval to submit to SHPO, and respond to any SHPO comments. The scope and budget assumes one round of review from Caltrans/SFCTA/SHPO.

Deliverables: Draft and Final Re-Evaluation Package (Summary Memorandum, Letter to SHPO, Attachments), Responses to Comments

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Right-of-Way Closeout and Transfer

This summary of tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe activities necessary for right of way closeout and transfer for the I-80/Yerba Buena Island Westbound Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. Amendment I was approved previously to provide continued, and additional Design Support During Construction during the Construction Phase of this project, and the new scope for development and design of the project's landscape plans..

The following tasks represent the work required to provide right of way support and coordination for closeout and transfer from TIDA to Caltrans, right of way documentation and right of way surveys:

Task 501.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, SFPUC, City of San Francisco Public Works, and TIDA SHPO to ensure the right of way transfer intent is understood and issues and decisions relating to the right of way closeout are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the right-of-way closeout and transfer. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 501.1 Right of Way Closeout, Transfer and Surveys

AECOM supported by Associated Right of Way Services (ARWS) and Towill, Inc. will provide support for the transfer of right of way from TIDA to Caltrans. This will require review of previous right of way documents, reviewing deeds, preparing utility Joint Use Agreements, utility legal descriptions, retaining wall footing easement legal descriptions, draft and final record of survey, draft

and final appraisal maps, preparing draft and final right of way record maps and processing transfer documents through Caltrans approval. It is assumed there will be revisions to the right of way to accommodate tolling equipment outside of Caltrans right of way.

Deliverables: Joint Use Agreements, Appraisal Maps (draft and final), utility legal descriptions (draft and final), Record of Survey (draft and final), Right of Way Record Maps (draft and final)

Scope of Work Assumptions and Exclusions

The following assumptions and exclusions are included with this amendment and apply to previous amendments as well:

- No additional environmental clearances are required
- Deeds will be prepared by others.



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading

to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek approval to increase the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) to complete design support services for the I-80/YBI Ramps Phase 1 improvements.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that the ramps are open, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract

change order documents, as-built plans and right-of-way and maintenance documents to transfer the required improvements and associated maintenance responsibilities to Caltrans. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Transportation Authority's YBI Ramps Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. In addition, there are three significant items that have been added to the scope of the project which are 1) landscaping; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, we propose to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge (see separate agenda item).

Funding for Phase 2: Southgate Road Realignment Improvements

We have been working with Caltrans, BATA and the California Transportation Commission to secure funding for these Phase 2 critical improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under "Special Case Roadway" criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 13% DBE participation from six sub-consultants: Asian Pacific-owned firms AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm Apex Civil Engineering; Hispanic-owned firm Cadre Design Group, Inc.; and women-owned firm Haygood and Associates Landscape Architects. AGS,

Inc. and CHS Consulting Group are also based in San Francisco. In December 2011, AGS, Inc. was no longer considered a DBE firm based on Caltrans' DBE requirements. In order to meet the DBE contract goal, AECOM allocated additional work to existing DBE firms on the consultant contract.

ALTERNATIVES

1. Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of HBP, State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services



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RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH PARSONS BRINCKERHOFF, INC. BY \$820,000, TO A TOTAL AMOUNT NOT TO EXCEED \$8,470,000, TO COMPLETE CONSTRUCTION SUPPORT SERVICES FOR THE I-80/YERBA BUENA ISLAND RAMPS IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

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

WHEREAS, the YBI Ramps Project consists of Phase 1 to replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps that would improve the functional roles of the current ramps, and Phase 2 to implement critical improvements to realign Southgate Road; and

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

WHEREAS, In October 2015, through Resolution 16-16, the Transportation Authority increased the Parsons Brinckerhoff contract amount to \$7,650,000 to provide design support services



during construction; and

WHEREAS, In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic and construction of Phase 1 is approximately 97% complete, it is an appropriate time to assess the remaining effort for Parsons Brinckerhoff to close out the Phase 1 project; and

WHEREAS, The estimated cost for Parsons Brinckerhoff to complete its construction support services (Attachment 1) and close out of Phase 1 of the project is \$820,000 with completion anticipated by December 31, 2017; and

WHEREAS, Three significant items have been added to the scope the project which are 1) landscaping, 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the San Francisco-Oakland Bay Bridge, and 3) Southgate Road Realignment Improvements, and require additional construction support services from Parsons Brinckerhoff; and

WHEREAS, This contract amendment is contingent on the allocation of additional federal and state funds for the project, anticipated to be allocated by Caltrans in April 2017; and

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

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with Parsons Brinckerhoff by \$820,000, to a total amount not to exceed \$8,470,000 for construction support services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment

terms and non-material contract terms and conditions; and be it further

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

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

Attachment:

1. Scope of Services

Attachment 1

Scope of Services

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

The construction management (CM) services required will include:

TASK 1 – PRE-CONSTRUCTION SERVICES (Completed)

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

TASK 2 – CONSTRUCTION PHASE SERVICES (Ongoing)

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

- Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
- Monitor project budget, purchases and payment.
- Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
- Prepare quarterly project status newsletters and issue press releases for project milestones. Provide one groundbreaking ceremony and one ribbon cutting ceremony. (Completed)
- Establish and process project control documents including:
 - Daily inspection diaries
 - Weekly progress reports
 - Monthly construction payments
 - Requests for Information (RFI)
 - Material certifications
 - Material Submittals
 - Weekly Statement of Working Days
 - Construction Change Orders
 - State Compliance Monitoring Unit to review contractor certified payrolls
- Review of construction schedule updates:
 - Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders. (Completed)
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans review activities.
- Review contractor's falsework and shoring submittals. (Completed)
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, US Coast Guard, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information

Booklet.

- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
- Prepare / submit a Source Inspection Quality Management Plan (SIQMP) to Caltrans and perform source inspection of commercial materials per the approved SIQMP. (Completed)
- Coordinate and meet construction oversight requirements of Caltrans, US Coast Guard, TIDA, the City and the US Navy for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, US Coast Guard, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Monitor contractor's safety and health program for compliance with applicable regulations for the protection of the public and project personnel. Report any noted deficiencies to the contractor.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, and San Francisco Bay Bridge construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". Enforce Quality Assurance requirements.
- Oversee environmental mitigation monitoring. Review contractor environmental deliverables and track compliance with project permits. (Completed)
 - Review construction documents and project permits to familiarize staff with anticipated issues and required surveys and monitoring schedules. (Completed)
 - Provide written and photo and/or video documentation of pre-construction field conditions for phases of construction with regards to environmental resource protection. A total of 4 site visits are anticipated, with 2 visits per construction year. (Completed)
 - Conduct nesting bird surveys for all vegetation removal activities, and for the moving of the historical buildings. If active nests are encountered coordinate with and state and federal agencies as needed to ensure compliance with the federal Migratory Bird Treaty Act and project permits. A total of 8 site visits are anticipated, with 4 visits per construction year. (Completed)
- Monitor and enforce Construction Contractor SWPPP compliance.

- Provide additional CM services per Amendment A: (ADDITIONAL SERVICES)
 - Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove. (Completed)
 - Provide time lapse photography and web-based photography management system. (Completed)
 - Provide 3.5 months additional CM services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.(Completed)
 - Provide expedited submittal reviews required to mitigate project delays caused by nesting birds. (Completed)
 - Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
 - Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints. (Completed)
 - Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with San Francisco Public Utilities Commission Water and Power. (Completed)
 - Provide coordination and CM services related to construction staging changes requested by United States Coast Guard and Caltrans.
- Provide additional CM services per Amendment B: (ADDITIONAL SERVICES)
 - Provide 12 months additional CM services primarily focused on Glass Filter Reinforced Concrete Architectural Cladding, Irrigation and Landscaping, Vista Point improvements, and Southgate Road advanced improvements.

TASK 3 – POST-CONSTRUCTION SERVICES

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

GENERAL PROJECT ADMINISTRATION

The Construction Manager will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.

- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in the project area for the duration of the project. Under a separate contract with the Transportation Authority, the Construction Contractor will be required to provide a construction trailer for the construction management team's use which shall include desks, layout table, phone, computers, fax machine, reproduction machine, file cabinets and for use for weekly construction meetings. The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular-equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the consultant field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with Caltrans and FHWA criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with Caltrans standards.

All construction management services and construction work must comply with the requirements of the Transportation Authority, Caltrans, U.S. Coast Guard and TIDA. The Construction Manager will report directly to Eric Cordoba, the Transportation Authority's Project Manager.

The Construction Manager shall demonstrate competency in all fields of expertise required by this RFP. The Transportation Authority is undertaking this effort in its capacity as CMA for San Francisco and in cooperation with TIDA, the City's Mayor's Office, and Caltrans District 04.



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (PB) for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for PB to provide construction support services to close out Phase 1 of the project. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and Bay Area Toll Authority funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek approval to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB), to complete construction support services for I-80/YBI Ramps Phase 1 improvements.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The Phase 1 improvements are approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that Phase 1 is open and funding has been secured for Phase 2, it is an appropriate time to assess the remaining effort for PB to close out Phase 1 construction support services. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and BATA funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Phase 1 project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. In addition, there are three significant items that have been added to the scope the project which are 1) landscaping; 2) Vista Point improvements; and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment

Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, we plan to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge.

Funding for Phase 2: Southgate Road Realignment Improvements

We have been working with Caltrans, BATA and the California Transportation Commission to secure funding for these critical Phase 2 improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under “Special Case Roadway” criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority has adhered to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained approximately 15% DBE participation by contracting with three sub-consultants: African-American-owned and San Francisco-based firm Transamerican Engineers & Associates; Hispanic-owned firm Garcia and Associates; and Asian-owned firm Applied Materials Engineering (AME). In August 2015, Garcia and Associates was no longer considered a DBE firm based on Caltrans’ DBE requirements. In order to meet the DBE contract goal, the Transportation Authority approved the addition of AME to the consultant contract.

ALTERNATIVES

1. Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.

3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of Federal HBP, State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

RESOLUTION ALLOCATING \$34,931,349 IN PROP K FUNDS, WITH CONDITIONS, FOR EIGHT REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received eight Prop K requests totaling \$34,931,349, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Vehicles – Muni, Guideways – Muni, New Signals & Signs, Signals & Signs and Bicycle Circulation/Safety; and

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

WHEREAS, Four of the eight requests are consistent with the relevant strategic plan and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's SFMTA's requests for the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches, New Signals Contract 63 - Additional Funds and Webster Street Pedestrian Signals - Additional Funds projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, staff recommended allocating a total of \$34,931,349 in Prop K funds, with conditions, for eight projects, as described in Attachment 3 and detailed in the enclosed 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 adopted Fiscal Year 2016/17 budget to cover the proposed actions; and

WHEREAS, At its February 22, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles-Muni, New Signals and Signs and Signals and Signs 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$34,931,349 in Prop K funds, with conditions, for eight requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	\$ 146,614,000	84%	79%	Construction	Citywide
Prop K	22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	\$ 6,390,000	78%	80%	Construction	7
Prop K	31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	\$ 2,416,000	26%	85%	Construction	1, 3, 6, 7, 8
Prop K	31	SFMTA	New Signals Contract 64	\$ 126,514	\$ 700,000	26%	82%	Design	3, 5, 6, 8, 9, 10, 11
Prop K	33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	\$ 1,685,000	41%	8%	Construction	2, 5
Prop K	33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	\$ 250,000	41%	0%	Design	1, 2
Prop K	33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	\$ 2,735,216	41%	8%	Construction	4, 7
Prop K	39	SFMTA	23rd Avenue Neighborhood	\$ 115,000	\$ 115,000	28%	0%	Planning	1
TOTAL					\$ 34,931,349	\$ 160,905,216	81%	77%	

Footnotes

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

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$30,096,835	The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, prior to having all of the funds secured, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds, \$89.6 million in previously allocated regional and federal funds, and \$16.7 million in planned federal funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds to purchase the remaining 117 buses and provide warranty support through July 2023.
22M	SFMTA	19th Avenue M-Line Track Replacement	\$1,278,000	Funds will leverage over \$5 million in federal funds for replacement of track on the M-Ocean View light rail line from Rossmoor Drive to the Stonestown passenger platform on 19th Avenue. At Rossmoor Drive the scope also includes replacement of two concrete overhead catenary system poles, intrusion treatments to discourage vehicles from driving onto light rail tracks, and improvements to the median and pedestrian refuge island to improve pedestrian safety. Work will also be done at 19th Avenue and Junipero Serra Boulevard, including crosswalk re-alignment, a new pedestrian refuge area, and intrusion treatments. To minimize transit service impacts, the SFMTA will coordinate the construction schedule with the planned M-line service shutdowns in April and July 2017 required for the Twin Peaks Tunnel Track Replacement project. Construction is expected to be completed by February 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
31	SFMTA	New Signals Contract 63 - Additional Funds	\$360,000	In July 2016, the Transportation Authority allocated \$1.7 million in Prop K funds to construct six new traffic signals and three new flashing beacons at currently unsignalized intersections to improve traffic, pedestrian, and bicycle safety. The SFMTA is requesting additional funds to cover the unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would risk a higher cost and delay implementation of safety improvements on Vision Zero corridors. All locations will have new pedestrian countdown signals (PCSS), accessible (audible) pedestrian signals (APSS), controllers, conduit, wiring, poles, and curb ramps. New flashing beacon locations will have new poles, wiring, and curb ramps. The project should be open for use by September 2017.
31	SFMTA	New Signals Contract 64	\$126,514	Requested funds will leverage \$573,486 in Prop A General Obligation Bond funds for the design of new traffic signals at nine intersections to improve traffic, pedestrian, and bicycle safety. The new traffic signals will include pedestrian countdown signals, accessible (audible) pedestrian signals, poles, curb ramps, and other signal infrastructure. The cost estimate reflects the rising construction costs of the recently bid signal projects. The SFMTA expects to complete design by March 2018 and construction by June 2019.
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$185,000	In July 2016, the Transportation Authority allocated \$1.4 million in Prop K funds and \$142,000 in Prop AA funds to upgrade traffic signals at seven intersections on Webster Street between McAllister and California Streets. Similar to the New Signals Contract 63 request noted above, the SFMTA is requesting additional funds to cover an unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would also risk a higher cost. The signal upgrades will add pedestrian countdown signals and accessible (audible) pedestrian signals to existing traffic signals at six intersections, and installation of new poles, mast arms, and larger signal heads at all seven intersections. Project should be open for use by December 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$250,000	<p>Funds will be used for design engineering to upgrade existing traffic signals at six intersections along Arguello Boulevard between Lake and Turk Streets, which is a Vision Zero High Injury Network corridor. The project scope includes signal visibility improvements (i.e., new poles, mast arms, and larger signal heads), installation of pedestrian countdown signals where they are lacking, and new accessible (audible) pedestrian signals. Work is being coordinated with the Arguello paving project and implementation of the Neighborhood Transportation Improvement Program (NTIP) planning project recommendations. The SFMTA expects to complete design by March 2018 and to complete construction in Summer 2019.</p>
33	SFMTA	19th Avenue Signals Phase III	\$2,520,000	<p>Funds will be used to construct traffic signal upgrades at five of the nine unsignalized intersections along 19th Avenue at Moraga, Wawona, Sloat, Winston and Rossmoor. Caltrans will cover the cost of signal upgrades at the four remaining intersections at Park Presidio/Lake, Park Presidio/Crossover Drive, Crossover Drive, and Crespi. Upgrades include 18 curb ramps, pole relocations, signal head upgrades, pedestrian countdown indicators and installation of transit priority signal (TPS) equipment at the Rossmoor and Junipero Serra intersections. The TPS improvements will be constructed under the contract for the M-line Track Replacement project (see separate request on this agenda). Upgrades at the four other locations will be constructed as part of the 19th Avenue Combined City Project, which consists of Muni Forward and pedestrian safety improvements including 40 curb bulbs, reconfigurations of medians and corner radii, a left-turn lane modification at Winston, and water and sewer system improvements. The signal at Rossmoor is expected to be open for use by February 2018, with the remaining four intersections open for use by August 2019.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
39	SFMTA	23rd Avenue Neighborway	\$115,000	Requested funds will be used for planning, public outreach, conceptual design, and environmental review of bicycle and pedestrian safety improvements along 23rd Avenue, which was identified as a high-priority route in the San Francisco Bicycle Strategy, and surrounding streets between Lake Street and Golden Gate Park. Building on the initial work done through the District 1 NTIP Planning project, the 23rd Avenue Neighborway project will develop a set of preferred treatments aimed at reducing vehicular traffic and speeds, giving priority to bicyclists and pedestrians, and reducing congestion. The SFMTA anticipates completing the planning phase by April 2018 and starting construction of the recommended improvements by early 2019.

TOTAL	\$34,931,349
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	<p>5-Year Prioritization Program (5YPP) Amendment: The recommendation is contingent on a Vehicles-Muni 5YPP amendment to re-program \$30,096,835 from the Replace 100 ETI 40' Trolley Coaches (2015/16) project to the subject project. With this 5YPP amendment there will be \$70,025,216 available for allocation for trolley coach procurements in FY 17/18 when the next procurements are planned. See attached 5YPP amendment for details.</p> <p>The recommendation is contingent upon approval by the Metropolitan Transportation Commission, anticipated March 22, 2017, to program \$164.2 million in Federal Transit Administration (FTA) formula funds to the subject project. The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	<p>Contrary to Prop K policy that prohibits the advertisement of services or contracts to be funded by Prop K prior to allocation of funds by the Transportation Authority Board, the SFMTA advertised the project's construction contract in December 2016. We have reminded the SFMTA of this policy and advised SFMTA that it should not presume a positive Board action or that the Board may not modify the funding request.</p>
31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Prop K New Signals and Signs 5YPP to program \$248,486 from the New Traffic Signals (5 Locations) FY 16/17 design placeholder and \$111,514 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
31	SFMTA	New Signals Contract 64	\$ 126,514	
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Prop K Signals and Signs 5YPP to program \$185,000 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	
33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
39	SFMTA	23rd Avenue Neighborway	\$ 115,000	The 2014 Bicycle Circulation/Safety 5YPP conditioned allocation of funds from the Bicycle Network Expansion and Upgrades line upon SFMTA providing, on an annual basis, a prioritized list of projects to be designed and constructed in a given fiscal year. For FY 2016/17, SFMTA plans on requesting Prop K funds from the Bicycle Network Expansion and Upgrades line for the subject project only.
TOTAL \$			34,931,349	

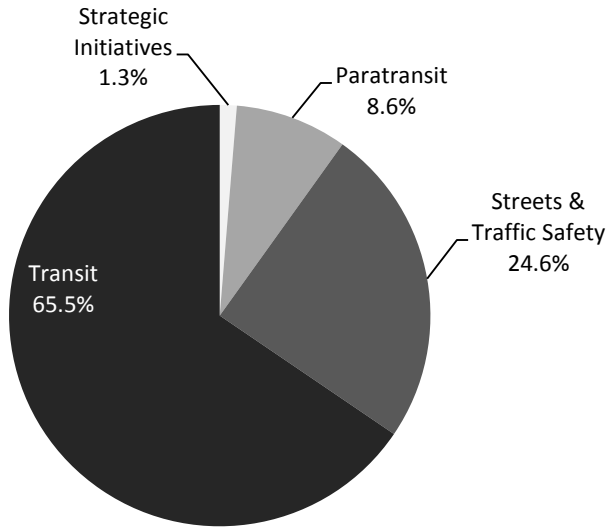
¹ See Attachment 1 for footnotes.

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

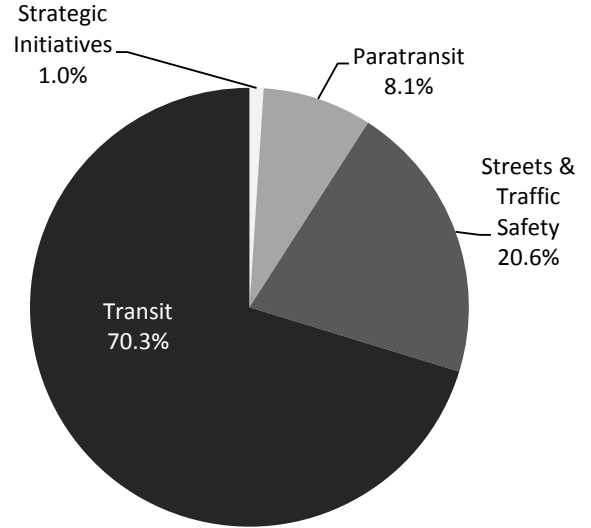
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 93,191,193	\$ 44,488,051	\$ 34,950,761	\$ 13,307,281	\$ 445,100	\$ -
Current Request(s)	\$ 34,931,349	\$ 108,750	\$ 23,654,059	\$ 10,785,535	\$ 226,707	\$ 52,099
New Total Allocations	\$ 128,122,542	\$ 44,596,801	\$ 58,604,820	\$ 24,092,816	\$ 671,807	\$ 52,099

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Allocate \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have eight requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$34,931,349 in Prop K funds to present to the Board. The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds and over \$106 million in federal and state funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds (expected to be programmed by the Metropolitan Transportation Commission later this month) to purchase the remaining 117 buses and provide warranty support. The SFMTA has requested construction funds for four projects: replacement of light-rail track on 19th Avenue for the M-Ocean View line (\$1.3 million); traffic signal upgrades at five intersections along 19th Avenue (\$2.5 million); and additional funds to cover the higher than anticipated costs for traffic signal upgrades (including pedestrian countdown and accessible pedestrian signals) at seven intersections along Webster Street (\$185,000) and for six new traffic signals throughout the city (\$360,000). The SFMTA has requested design funds to upgrade six traffic signals along Arguello Boulevard (\$250,000) and for nine new traffic signals throughout the city (\$126,514). Finally, the SFMTA has requested \$115,000 for the planning phase of the 23rd Avenue Neighborway project to identify traffic calming, bicycle and pedestrian safety improvements along the corridor between Lake Street and Golden Gate Park.

BACKGROUND

We have received eight requests for a total of \$34,931,349 in Prop K funds to present to the Board at its March 14, 2017 meeting, for final approval at its March 21, 2017 meeting. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Vehicles - Muni
- Guideways - Muni

- New Signals & Signs
- Signals & Signs
- Bicycle Circulation/ Safety

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

DISCUSSION

The purpose of this memorandum is to present eight Prop K requests totaling \$34,931,349 to the Board and to seek its approval to allocate the funds as requested. Attachment 1 summarizes the eight 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 is included in the enclosed 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 CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Allocate \$34,931,349 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Allocate \$34,931,349 in Prop K funds, with conditions, for eight 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 February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$34,931,349 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for eight requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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

Allocate \$34,931,349 in Prop K Funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

RESOLUTION APPROVING THE 2017 PROP AA STRATEGIC PLAN UPDATE AND 5-YEAR PRIORITIZED PROGRAMS OF PROJECTS

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (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 Board adopted the first Prop AA Strategic Plan, which among other elements, included programming of \$26.4 million in Prop AA funds to 19 projects in the first five years (i.e., Fiscal Years 2012/13 to 2016/17) and detailed a set of policies for administering the program; and

WHEREAS, In October 2016, through Resolution 17-10, the Board approved the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see enclosure) to guide the 2017 Strategic Plan update and development of the 2017 5YPPs, which will cover Fiscal Years 2017/18 to 2021/22; and

WHEREAS, In November, 2016, the Transportation Authority issued a competitive call for



projects and by the January 17, 2017 deadline had received 22 applications from 5 agencies requesting approximately \$34 million in Prop AA funds, as described in Attachment 1 and the enclosure, compared to the \$23,147,987 available; and

WHEREAS, Staff evaluated the projects using the Board-adopted screening and prioritization criteria; and

WHEREAS, The staff recommendation (shown in Attachment 3) is to program \$20,750,859 in Prop AA funds to fully fund 11 projects, partially fund 1 project, and leave \$2,397,128 available for a future mid-cycle call for projects with priority to projects in the Street Repair and Reconstruction category from which the funds would come; and

WHEREAS, The staff recommendation would return the capital reserve to its original \$500,000, from the current \$240,000, to which it was reduced in order to accommodate additional programming in 2014; and

WHEREAS, At its February 14, 2017 meeting, the Citizens Advisory Committee was briefed on the proposed 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects, as detailed in the enclosure.

Attachments (6):

1. Summary of Funds Available
2. Summary of Project Submissions
3. Programming Recommendations
4. Evaluation Scores
5. 5-Year Prioritized Program of Projects
6. Prop AA Fact Sheet

Enclosure:

1. 2017 Prop AA Strategic Plan
 - Strategic Plan Policies
 - Screening and Prioritization Criteria
 - 5-Year Prioritized Program of Projects
 - Prop AA Project Information Forms (11)

**Attachment 1.
Prop AA Vehicle Registration Fee
Summary of Funds Available**

Table 1. Summary of Prop AA Funds Available for Fiscal Years 2017/18 - 2021/22	
2017 Strategic Plan Update - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,730
Deobligated Funds (from projects completed under budget)	\$ 446,256
Additional Program Reserve (to restore to \$500,000)	\$ (260,000)
2017 Strategic Plan Update/ 5-Year Prioritized Program of Projects - Total Funds Available for Projects	\$ 23,147,987

Table 2. 2012 Prop AA Strategic Plan (Fiscal Years 2012/13 - 2016/17) Programmed and Allocated Funds by Category (includes revenues collected April 2011 - June 2012)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of February 2017, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 13,194,322	48.5%
Pedestrian Safety	25%	\$ 7,417,897	27.3%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,211,944	100%

Table 3. 2017 Prop AA Strategic Plan (Fiscal Years 2017/18 - 2021/22) Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2017 Strategic Plan
Street Repair and Reconstruction	50%	\$ 11,985,643
Pedestrian Safety	25%	\$ 5,172,085
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Funds Available for Programming	100%	\$ 23,147,987

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Street Repair and Reconstruction

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Street Repair and Reconstruction	Geary Blvd Pavement Renovation	This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's.	2 and 5	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	2017/18
2	Street Repair and Reconstruction	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's.	8, 9, and 10	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	2018/19
3	Street Repair and Reconstruction	Cargo Way and Amador Street Improvement Project	The Port of San Francisco, working with Public Works and the SFPUC, proposes to reconstruct Cargo Way and Amador Street. Cargo Way improvements include a redesign of the roadway to maximize efficiency and safety for all modes of access and improve stormwater treatment. Amador Street reconstruction will better accommodate heavy freight traffic and reduce stormwater run-off.	10	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	2019/20
4	Street Repair and Reconstruction	Outer Mission Street Transit and Pavement Improvement Project	Demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Monica to Geneva Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	8, 9, and 11	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	2020/21
5	Street Repair and Reconstruction	Fillmore Street Pavement Renovation	Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	2, 5, and 8	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	2021/22
TOTAL							\$ 53,044,377	\$ 11,988,516	

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW).

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Pedestrian Safety	Greenwich Gate	Create a new gate for pedestrians and cyclists at the intersection of Greenwich and Lyon Streets at the site of an historic opening in the Presidio boundary wall. Build 535 linear feet of multi-use trail between the Greenwich Gate and Lombard/Letterman intersection.	2	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	2017/18
2	Pedestrian Safety	Buchanan Mall Community Connections	At mid-block pedestrian crossing locations of the Buchanan Street Mall, the SFMTA and RPD propose improvements such as pedestrian bulbs, improved flashing beacons from Turk to Fulton, pedestrian lighting, landscaping, paving treatments at north end of mall in parking lot (stamped pavement at Eddy), and proposed decorative crosswalks. Coordinated with RPD revitalization efforts.	5	SFMTA	Design	\$ 3,819,000	\$ 665,000	2017/18
3	Pedestrian Safety	Turk Golden Gate Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	2, 5	SFMTA	Design	\$ 3,500,000	\$ 567,568	2017/18
4	Pedestrian Safety	25th Street Pedestrian Bridge Area Improvements	Reopen the 25th St Bridge, which has been closed to pedestrians for 15+ years. Improve pedestrian access to the bridge by widening sidewalks, open up visibility by redesigning fences, adding access points and installing bulbouts, and add lighting. Create a safer, more attractive pedestrian connection between the Potrero Hill and Mission neighborhoods.	10	SFPW	Design, Construction	\$ 975,000	\$ 975,000	2017/18
5	Pedestrian Safety	9th & Lincoln Golden Gate Park Gateway	The 9th & Lincoln Golden Gate Park Gateway Improvement is a project born out of community engagement. Initiated by the Inner Sunset Park Neighbors (ISPN), the project aims to reinforce the entrance to Golden Gate Park, and also connect the Inner Sunset neighborhood via improvements along 9th Avenue.	5	SFPW	Design, Construction	\$ 568,946	\$ 468,946	2017/18
6	Pedestrian Safety	Potrero Gateway Loop (Pedestrian Safety Improvements)	A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance.	10	SFPW	Design, Construction	\$ 2,500,000	\$ 300,000	2017/18

**Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety**

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
7	Pedestrian Safety	Haight Street Streetscape (Pedestrian Lighting)	Install pedestrian lighting from Stanyan Street to Central Street along Haight Street, per recommendation of the Upper Haight Public Realm Plan. Also includes sidewalk and tree replacement and will be delivered in conjunction with a larger coordinated project that includes transit, paving, sewer, and fiber conduit components.	5	SFPW	Construction	\$ 11,468,786	\$ 2,052,000	2017/18
8	Pedestrian Safety	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements	Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Taylor and Turk (3 bulbouts), Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk).	6	SFPW	Construction	\$ 2,420,000	\$ 700,000	2017/18
9	Pedestrian Safety	Arguello Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	1 and 2	SFMTA	Construction	\$ 1,934,000	\$ 655,000	2018/19
10	Pedestrian Safety	Bulb-outs at WalkFirst Locations	This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements.	TBD	SFMTA	Design	\$ 2,375,757	\$ 500,000	2018/19
11	Pedestrian Safety	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian bulb-outs, signal timing improvements, pedestrian lighting and landscaping.	5	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	2018/19
12	Pedestrian Safety	Leavenworth Livable Streets	This project will reimagine Leavenworth Street in the Tenderloin to make it safe for all users and especially the vulnerable residents and many service providers in the community.	6	SFMTA	Design	\$ 8,980,000	\$ 500,000	2019/20
13	Pedestrian Safety	Outer Mission Signals Upgrade Project	Upgrade existing traffic signals to add accessible pedestrian push buttons where missing, and improve signal visibility through the installation of new upgraded signal heads and related poles.	11	SFMTA	Construction	\$ 4,000,000	\$ 1,700,000	2019/20
TOTAL							\$ 50,696,586	\$ 12,883,514	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW); and the San Francisco Municipal Transportation Agency (SFMTA).

Attachment 2
 2017 Prop AA Strategic Plan - Summary of Project Submissions
 Transit Reliability and Mobility Improvements

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Transit Reliability and Mobility Improvements	Muni Metro Station Enhancement Project	The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage, seating and accessibility improvements in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. The scope for this specific grant request is to finance the signage improvements at all nine stations and upgrade architectural and lighting amenities at two Metro stations.	6, 7 and 8	SFMTA	Design, Construction	\$ 15,369,007	\$ 5,968,415	2017/18
2	Transit Reliability and Mobility Improvements	Next Generation Customer Information System	SFMTA's Next Generation Customer Information System will leverage Intelligent Predictions Software to generate real-time transit updates on digital signage and mobile devices. This upgrade will focus not just on better vehicle predictions to reduce waiting, but also on the on-board transit experience to increase end-to-end customer satisfaction and ridership.	Citywide	SFMTA	Construction	\$ 5,000,000	\$ 1,000,000	2017/18
3	Transit Reliability and Mobility Improvements	BART/Muni Market Street Entrance Modernization - Phase 2	This project will design and construction entrance canopies at the 4 downtown BART/Muni stations (Embarcadero, Montgomery, Powell, Civic Center).	3 and 6	BART	Design	\$ 66,400,000	\$ 500,000	2018/19
4	Transit Reliability and Mobility Improvements	Transit Signal Priority Fleet & Intersection Deployments	The SFMTA requests Prop AA funds to purchase Transit Signal Priority (TSP) devices, hardware, and communications equipment for ongoing TSP deployment on Municipal Railway (Muni) buses and at intersections that serve Muni routes.	Citywide	SFMTA	Construction	\$ 1,500,000	\$ 1,500,000	2019/20
TOTAL							\$ 88,269,007	\$ 8,968,415	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA); and San Francisco Public Works (SFPW).

Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations

Street Repair and Reconstruction.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
30.5	Geary Blvd Pavement Renovation	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	\$ 2,397,129	2 and 5	
25.75	Outer Mission Street Transit and Pavement Improvement Project	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	\$ 2,397,129	8, 9 and 11	
24.25	Cargo Way and Amador Street Improvement Project	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	\$ -	10	We are not recommending funding for this project due to lack of a reasonable full funding plan. See memo for details.
18.25	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	\$ 2,397,129	8, 9, and 10	
16.75	Fillmore Street Pavement Renovation	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	\$ 2,397,129	2, 5, and 8	
Street Repair and Reconstruction Category Sub-Total				\$ 53,044,377	\$ 11,988,516	\$ 9,588,516		

Pedestrian Safety.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
57.5	Haight Street Streetscape (Pedestrian Lighting)	SFPW	Construction	\$ 11,468,786	\$ 2,052,000	\$ 2,052,000	5	
56	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	SFPW	Construction	\$ 2,420,000	\$ 700,000	\$ 700,000	6	
51.5	Arguello Boulevard Traffic Signal Upgrade	SFMTA	Construction	\$ 1,934,000	\$ 655,000	\$ 655,000	1 and 2	
50.5	Bulb-outs at WalkFirst Locations	SFMTA	Design	\$ 2,375,757	\$ 500,000	\$ 500,000	3, 5, 6, 9, and 11	
48	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	\$ 986,928	5	
45	Turk & Golden Gate Signals Upgrade Project	SFMTA	Design	\$ 3,500,000	\$ 567,568	\$ -	2 and 5	We are not recommending funding for this project in order to achieve geographic equity and to fully fund the Potrero Gateway Loop project.
43	Potrero Gateway Loop (Pedestrian Safety Improvements)	SFPW	Construction	\$ 2,500,000	\$ 300,000	\$ 300,000	10	
42.5	Outer Mission Signals Upgrade Project	SFMTA	Construction	\$ 4,000,000	\$ 1,700,000	\$ -	11	

**Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations**

42	Buchanan Mall Community Connections	SFMTA	Design	\$ 3,819,000	\$ 665,000	\$ -	5	
41	Leavenworth Livable Streets	SFMTA	Design	\$ 8,980,000	\$ 500,000	\$ -	6	
36.5	9th & Lincoln Golden Gate Park Gateway	SFPW	Design, Construction	\$ 568,946	\$ 468,946	\$ -	5	
32.5	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	2	
31.5	25th Street Pedestrian Bridge Area Improvements	SFPW	Design, Construction	\$ 975,000	\$ 975,000	\$ -	10	
Pedestrian Safety Category Sub-Total				\$ 50,696,586	\$ 12,883,514	\$ 5,193,928		

Transit Reliability and Mobility Improvements.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
44.5	Muni Metro Station Enhancements	SFMTA	Construction	\$ 15,369,007	\$ 5,968,415	\$ 5,968,415	3, 6, 7, and 8	
41	Next Generation Customer Information System	SFMTA	Construction	\$ 5,000,000	\$ 1,000,000	\$ -	Citywide	
40.5	BART/Muni Market Street Entrance Modernization - Phase 2	BART	Design	\$ 66,400,000	\$ 500,000	\$ -	3 and 6	
39.5	Transit Signal Priority Fleet & Intersection Deployments	SFMTA	Construction	\$ 1,500,000	\$ 1,500,000	\$ -	Citywide	
Transit Reliability and Mobility Improvements Category Sub-Total				\$ 88,269,007	\$ 8,968,415	\$ 5,968,415		

TOTAL \$ 192,009,970 \$ 33,840,445 \$ 20,750,859

TOTAL FUNDS AVAILABLE FOR PROJECTS \$ 23,147,987

1 Projects are sorted by evaluation score from highest ranked to lowest. Evaluation scores cannot be compared between categories.

2 Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Street Repair and Reconstruction Category

Projects	General Prioritization						Streets Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Pavement Management System	Bicycle and Transit Networks	Complete Streets Elements		
				Leveraging	No other sources						
Geary Blvd Pavement Renovation	6	4	6	3	0	3	3	2.5	3	30.5	
Outer Mission Street Transit and Pavement Improvement Project	5.5	2	5	2	0	3	3	2.5	2.75	25.75	
Cargo Way and Amador Street Improvement Project	2.5	1	6	3	0.5	2.75	2.5	3	3	24.25	
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	3	1.5	2	1	0	3	3	2	2.75	18.25	
Fillmore Street Pavement Renovation	2.5	1	0	3	0	3	3	2	2.25	16.75	
Total possible score	9	6	6	6	3	3	3	3	3	42	

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher its scores. Highest possible scores listed below are for each individual evaluator. There were three evaluators for the Street Repair and Reconstruction category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Pavement Management System: Highest possible score was 1. Transportation Authority staff assessed whether the project was based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.

Bicycle and Transit Networks: Highest possible score was 1. Transportation Authority staff assessed whether the project would improve streets located on San Francisco's bicycle and transit networks.

Complete Streets Elements: Highest possible score was 1. Transportation Authority staff assessed whether the project includes at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Pedestrian Safety Category

Projects	General Prioritization							Pedestrian Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Reduce Hazards	Vision Zero High Injury Network	SWITRS	Improve Transit & School Access		
				Leveraging	No other sources							
Haight Street Streetscape (Pedestrian Lighting)	11.5	7.5	8	8	0	3.5	5	2	8	4	57.5	
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	8	2	8	8	0	4	8	4	8	6	56	
Arguello Boulevard Traffic Signal Upgrade	10	4	6	6	0	4	6.5	4	4	7	51.5	
Bulb-outs at WalkFirst Locations	8	0.5	4	8	0	4	7	4	8	7	50.5	
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	7.5	1	8	5	1	3.5	7	4	4	7	48	
Turk Golden Gate Signals Upgrade Project	8	0	7.5	4	0	4	6.5	4	4	7	45	
Potrero Gateway Loop (Pedestrian Safety Improvements)	9.5	2	8	8	0	4	7	2	0	2.5	43	
Outer Mission Signals Upgrade Project	5	1.5	3.5	3	0	4	6.5	4	8	7	42.5	
Buchanan Mall Community Connections	6	0.5	8	6	0	4	8	2.5	0	6.5	41.5	
Leavenworth Livable Streets	3.5	0	3.5	3	0	4	8	4	8	7	41	
9th & Lincoln Golden Gate Park Gateway	8	0	7	7	0	4	3	1.5	4	2	36.5	
Greenwich Gate	5	0.5	3.5	6	0.5	4	8	1.5	0	3.5	32.5	
25th Street Pedestrian Bridge Area Improvements	5	0	7	0	1	4	6	0.5	0	8	31.5	
Total possible score	12	8	8	8	4	4	8	4	8	8	72	

Attachment 4.

Draft 2017 Prop AA Strategic Plan

Project Evaluation - Pedestrian Safety Category

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Pedestrian Safety category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Transportation Authority staff assessed whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Vision Zero High Injury Network: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along the Vision Zero High Injury Network. Projects that were located along the network received 1 point and projects that were only partially located on the network received 0.5 points.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2007 to 2013: Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections. Projects with an average of 1 to 2 collisions per intersection received 1 point, projects with more than 2 collisions per intersection received 2 points.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Transit Reliability and Mobility Improvement Category

Projects	General Prioritization						Transit Prioritization					Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Support Rapid Transit	Increase Accessibility, Reliability, and Connectivity	TDM	Safety Issues		
				Leveraging	No other sources							
Muni Metro Station Enhancement Project	8.5	4.5	7.5	5	0	4	4	7	2	2	44.5	
Next Generation Customer Information System	8	4	6	0	2	3.5	4	10	3	0.5	41	
BART/Muni Market Street Entrance Modernization - Phase 2	7.5	5	3	8	0	4	4	4.5	2	2.5	40.5	
Transit Signal Priority Fleet & Intersection Deployments	12	1	4.5	0	0	4	4	10	3	1	39.5	
Total possible score	12	8	8	8	4	4	4	12	12	4	76	

Project Evaluation - Transit Reliability and Mobility Improvement Category

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Transit Reliability and Mobility Improvements category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project directly supported existing or proposed rapid transit.

Increase Accessibility, Reliability, and Connectivity: Highest possible score was 3. Transportation Authority staff assessed whether the project increased accessibility, reliability, and/or connectivity. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 3. Transportation Authority staff assessed whether the project was a TDM project and awarded one point, if so. Staff awarded a second point to TDM projects directed at relieving documented congestion or transit crowding issues on one or more specific corridors. Staff awarded a third point to TDM projects based on model projects that have previously been successfully implemented with documented effectiveness.

Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement did not address a documented safety issue.

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Programming

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
		Funds Available in Category	\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 2,397,129					\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 2,397,129				\$ 2,397,129
Outer Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category (Over)/Under	46%		\$ 2,397,129	\$ 2,397,129	\$ -	\$ 2,397,129	\$ 2,397,129	\$ 9,588,516
Cumulative Remaining			\$ 77,152	\$ (19,288)	\$ 2,377,841	\$ (19,288)	\$ (19,288)	\$ 2,397,127
			\$ 77,152	\$ 57,864	\$ 2,435,704	\$ 2,416,416	\$ 2,397,127	\$ 2,397,127

Pedestrian Safety								
		Funds Available in Category	\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 300,000					\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 700,000					\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 500,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 986,928				\$ 986,928
Subtotal Programmed to Category (Over)/Under	25%		\$ 3,052,000	\$ 2,141,928	\$ -	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining			\$ (1,984,290)	\$ (1,115,834)	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ (21,843)
			\$ (1,984,290)	\$ (3,100,124)	\$ (2,074,030)	\$ (1,047,937)	\$ (21,843)	\$ (21,843)

Transit Reliability and Mobility Improvements								
		Funds Available in Category	\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Subtotal Programmed to Category (Over)/Under	29%		\$ 2,465,316	\$ -	\$ 3,503,099	\$ -	\$ -	\$ 5,968,415
Cumulative Remaining			\$ (1,228,705)	\$ 1,188,412	\$ (2,314,687)	\$ 1,188,412	\$ 1,188,412	\$ 21,843
			\$ (1,228,705)	\$ (40,293)	\$ (2,354,980)	\$ (1,166,568)	\$ 21,843	\$ 21,843
Total Programmed (Over)/Under			\$ 7,914,445	\$ 4,539,057	\$ 3,503,099	\$ 2,397,129	\$ 2,397,129	\$ 20,750,859
Cumulative			\$ (3,135,843)	\$ 53,289	\$ 1,089,247	\$ 2,195,217	\$ 2,195,217	\$ 2,397,128
			\$ (3,135,843)	\$ (3,082,553)	\$ (1,993,306)	\$ 201,911	\$ 2,397,128	
Total Available Funds			\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Cash Flow

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
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Street Repair and Reconstruction

Funds Available in Category		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Geary Boulevard Pavement Renovation	Construction	\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
	SFPW	\$ 479,426	\$ 958,852	\$ 958,852			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction		\$ 791,053	\$ 1,606,076			\$ 2,397,129
Outer Mission Street Transit and Pavement Improvement	Construction				\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category	46%	\$ 479,426	\$ 1,749,904	\$ 2,564,928	\$ 1,198,565	\$ 3,595,694	\$ 9,588,516
(Over)/Under		\$ 1,994,855	\$ 627,936	\$ (187,087)	\$ 1,179,276	\$ (1,217,853)	\$ 2,397,127
Cumulative Remaining		\$ 1,994,855	\$ 2,622,792	\$ 2,435,704	\$ 3,614,980	\$ 2,397,127	\$ 2,397,127

Pedestrian Safety

Funds Available in Category		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
	SFPW	\$ 500,000	\$ 1,050,000	\$ 502,000			\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 80,000	\$ 145,000	\$ 75,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 175,000	\$ 475,000	\$ 50,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 327,500	\$ 327,500			\$ 655,000
Bulb-outs at Walk First Locations	Design		\$ 250,000	\$ 250,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 141,864	\$ 378,303	\$ 466,761		\$ 986,928
Subtotal Programmed to Category	25%	\$ 755,000	\$ 2,389,364	\$ 1,582,803	\$ 466,761	\$ -	\$ 5,193,928
(Over)/Under		\$ 312,710	\$ (1,363,270)	\$ (556,709)	\$ 559,333	\$ 1,026,094	\$ (21,843)
Cumulative Remaining		\$ 312,710	\$ (1,050,560)	\$ (1,607,269)	\$ (1,047,937)	\$ (21,843)	\$ (21,843)

Transit Reliability and Mobility Improvements

Funds Available in Category		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
	SFMTA	\$ 1,232,658	\$ 1,232,658				\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction			\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 3,503,099
Subtotal Programmed to Category	29%	\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 5,968,415
(Over)/Under		\$ 3,953	\$ (44,246)	\$ 588,412	\$ (461,588)	\$ (64,687)	\$ 21,843
Cumulative Remaining		\$ 3,953	\$ (40,293)	\$ 548,119	\$ 86,531	\$ 21,843	\$ 21,843
Total Programmed		\$ 2,467,084	\$ 5,371,926	\$ 4,747,731	\$ 3,315,326	\$ 4,848,793	\$ 20,750,859
(Over)/Under		\$ 2,311,519	\$ (779,580)	\$ (155,385)	\$ 1,277,021	\$ (256,446)	\$ 2,397,128
Cumulative		\$ 2,311,519	\$ 1,531,938	\$ 1,376,554	\$ 2,653,574	\$ 2,397,128	
Total Available Funds		\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987



Proposition AA Additional Vehicle Registration Fee for Transportation Improvements

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

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San Francisco, CA 94103



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

What does Prop AA fund?

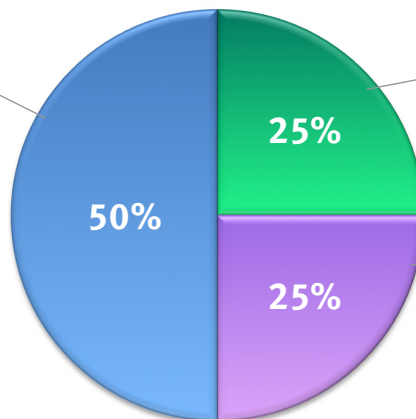
The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

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. 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.

Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
STREET REPAIR AND RECONSTRUCTION					
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	Open for Use
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
Subtotal			\$10,769,454	\$26,299,933	
PEDESTRIAN SAFETY					
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. Construction anticipated to begin in Spring 2017. Anticipated open for use by December 2017.
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 operational by Spring 2017.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,702,035	\$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. Construction anticipated to begin in Spring 2017, with signals operational by the end of 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in early 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**	Open for Use
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by September 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,418,289	\$23,609,120	
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS					
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 2020.
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 Summer 2017.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in Spring 2017.
Subtotal			\$4,534,805	\$10,701,508	
TOTAL			\$22,722,548	\$60,610,561	

* 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.



Memorandum

Date: 03.07.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects

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 (FY) 2012/13 to 2016/17) in the 2012 Strategic Plan. In November 2016, we issued the 2017 Prop AA Strategic Plan call for projects to program funds for the next 5-year period (FYs 2017/18 to 2021/22). By the January 17 deadline, we received 22 applications from 5 sponsors requesting about \$33.8 million in Prop AA funds, compared to the \$23.1 million available. We evaluated the project applications using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects and partially fund one project (Attachment 5). We also recommend leaving \$2,397,128 in FY 2019/20 funds on reserve for a future mid-cycle call for projects with priority to projects in the street resurfacing category from where the funds originated. There was only one other application for street resurfacing funds (the Port's Cargo Way and Amador Way Street Improvement project) and in our judgement, that project currently lacks a sufficient full funding plan to warrant programming at this time. The Port may resubmit the project as part of the next call.

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 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 Board approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$25 million in Prop AA funds has been allocated or is pending allocation, and we anticipate the final allocation will be requested in the coming months by the San Francisco Municipal Transportation Agency (SFMTA) for transit improvements on Geary Boulevard. Attachment 6 is a fact sheet with information on the progress of all Prop AA projects funded to date.

In October 2016, the Board approved the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see Enclosure) to guide the first update to the strategic plan. The Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Screening and Prioritization Criteria are the mechanism we use to evaluate and prioritize projects for funding within the three programmatic categories.

As we are in the last year of the 2012 5YPPs, we released a call for projects last fall to program funds for the 2017 5YPPs (covering Fiscal Years 2017/18 to 2021/22) as part of the 2017 Strategic Plan update.

DISCUSSION

Call for Projects: On November 1, 2016, we issued a call for projects to program \$23,219,292 in Prop AA vehicle registration fee revenues available primarily from new revenues with additional funds coming from cost savings from recently completed projects. By the January 17, 2017 deadline we had received 22 applications from five agencies requesting approximately \$34 million in Prop AA funds. Attachment 2 summarizes the applications received.

Funds Available: The call for projects amount was based primarily on new revenues forecast at approximately \$4.83 million per year, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. Prop AA revenues are dependent on the number of vehicles registered in San Francisco and, as such, have been very stable over the last five years. In addition to new revenues, we are recommending programming \$446,000 in deobligated funds from projects completed

under budget. See Attachment 1 for details on the amounts available for each of the three Expenditure Plan programmatic categories.

One final factor affecting the amount available for projects is our recommendation to return the Prop AA Capital Reserve to \$500,000. The reserve had been lowered to \$240,000 in 2014 to accommodate programming for additional projects. While Prop AA's revenues are very stable, it should be noted that Prop AA is a pay-as-you-go program so the capital reserve is important for the integrity of the program as a buffer against fluctuations in revenues.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all 22 projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation tables for each category (Attachment 4). For the Transit Reliability and Mobility Improvement category, we also took into consideration the special condition included in the 2012 Prop AA Strategic Plan that gives priority to the SFMTA's Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Unless noted otherwise below, we recommended funding projects in score order until the funds available were depleted. Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects, partially fund one project, and leave \$2,397,128 available for a future mid-cycle call for projects with priority to projects in the street resurfacing category from which the funds came from. The rationale for leaving funds unprogrammed is described in the section below.

Street Repair and Reconstruction Category: Recommended programming includes \$9,588,516 to fully fund four San Francisco Public Works (SFPW) pavement renovation projects: Geary Boulevard (Van Ness to Masonic); 23rd Street, Dolores Street, York Street and Hampshire Street; Outer Mission (Brook/Santa Marina to Geneva); and Fillmore Street (Duboce to Marina). After discussion with Port of San Francisco staff, we are not recommending funding the \$2.4 million in FY 2019/20 Prop AA funds for the Cargo Way and Amador Street Improvement project, the only other one submitted for this category. The Port project assumes \$18 million in federal discretionary FASTLANE grant funds from a future call for projects to fully fund construction. In our judgement, this amount and the funding source assumed are too uncertain to demonstrate a reasonable expectation of a full funding plan. Given the challenges with securing sufficient funds to meet the City's street resurfacing needs, rather than recommend funding projects in another Expenditure Plan category, we are holding the funds in reserve for a future competitive call for projects (prior to Fiscal Year 2019/20) with priority to street resurfacing projects. The Port can apply for these funds at that time assuming that the project has a solid full funding plan at the time.

Pedestrian Safety Category: The Pedestrian Safety category was the most oversubscribed of the three categories. The highest scoring projects were community supported ready-to go projects on the high injury network. Recommended programming includes \$5,193,928 to fully fund SFPW's requests for pedestrian-scale lighting for the Haight Street Streetscape project, pedestrian safety elements for the Potrero Gateway

Loop, and Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) projects; and the SFMTA's requests for Arguello Boulevard Traffic Signal Upgrade and Bulb-outs at WalkFirst Locations. We are recommending partial funding for the SFMTA's request for pedestrian-scale lighting as recommended in the Western Addition Transportation Plan.

Transit Reliability and Mobility Improvements Category: Recommended programming includes \$5,968,415 to fully fund Phases 1 and 2 of SFMTA's Muni Metro Station Enhancements project to add wayfinding signage and architectural/lighting upgrades at all nine Muni Metro stations.

Attachment 5 shows the proposed Strategic Plan programming for the next five years.

ALTERNATIVES

1. Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects, as requested.
2. Approve the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its February 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Approval of the 2017 Strategic Plan and 5YPPs 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. Future budgets will reflect the anticipated capital reimbursement needs consistent with the Prop AA Strategic Plan and Board-approved allocations of funds to Prop AA projects.

RECOMMENDATION

Approve the 2017 Prop AA Strategic Plan Update and 5-year prioritized programs of projects.

Attachments (6):

1. Summary of Funds Available
2. Summary of Project Submissions
3. Draft Programming Recommendations
4. Evaluation Scores
5. Proposed 5-Year Prioritized Program of Projects
6. Prop AA Fact Sheet

Enclosure:

1. Draft 2017 Prop AA Strategic Plan
 - Strategic Plan Policies
 - Screening and Prioritization Criteria
 - Proposed 5-Year Prioritized Program of Projects
 - Prop AA Project Information Forms (11)

RESOLUTION ADOPTING THE LOMBARD STUDY: MANAGING ACCESS TO THE
“CROOKED STREET” FINAL REPORT

WHEREAS, The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods; and

WHEREAS, The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year; and

WHEREAS, The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods; and

WHEREAS, The Study found and documented significant levels of congestion around the Crooked Street and surrounding neighborhood, resulting from over two million visitors per year to a residential area; and

WHEREAS, The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, detrimental impacts to quality of life, ease of access, and health and safety result; and

WHEREAS, The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community; and

WHEREAS, Based on community input and technical evaluation, the Study recommends (1)



improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the development and implementation of a reservations and pricing system for vehicles by the Transportation Authority; and

WHEREAS, On February 22, 2017, the Citizens Advisory Committee was briefed on the Study's Draft Final Report and adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Lombard Study: Managing Access to the "Crooked Street" Final Report; and be it further

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

Enclosure:

1. Lombard Study: Managing Access to the "Crooked Street" Final Report



Memorandum

Date: 03.10.17 **RE:** Board
March 14, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

From: Jeff Hobson – Deputy Director for Planning *JA*

Through: Tilly Chang – Executive Director *TJC*

Subject: **INFORMATION/ACTION** – Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report

Summary

The Managing Access to the Crooked Street Study was recommended by Commissioner Farrell for \$100,000 in Prop K sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). This study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks and one which attracts millions of visitors each year. The purpose of the study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. Andrew Heidel, Senior Transportation Planner, will present the results and recommendations of this study to the Board. The presentation is included in the meeting packet and the draft report is included an enclosure.

BACKGROUND

The Lombard Study: Managing Access to the “Crooked Street” (Study) was recommended by Commissioner Farrell for Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, which was established to fund community-based efforts in San Francisco neighborhoods. The Study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco’s most prominent landmarks.

DISCUSSION

The purpose of the Study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. The Study, through a review of previous documentation of transportation issues in the area and significant new data collection, found and documented significant levels of congestion around the Crooked Street

and surrounding neighborhood. This residential area now absorbs the impacts of over two million visitors per year, which results in levels of congestion more common to a downtown area. The Study found that in the absence of a dedicated management organization to address the impacts of the visitors to the Crooked Street, this volume of visitors results in detrimental impacts to quality of life, ease of access, and health and safety.

The study team conducted an evaluation of potential interventions and solutions to the congestion and related issues identified at and around the Crooked Street, and solicited input and feedback on these solutions from the community. Based on community input and technical evaluation, the Study recommends (1) improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the development and implementation of a reservations and pricing system for vehicles by the Transportation Authority, including the creation or designation of a dedicated entity to manage the system and other interventions to address the impacts of visitors to the Crooked Street.

ALTERNATIVES

1. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, as requested.
2. Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

CAC POSITION

The CAC considered this item at its February 22, 2017 meeting. After considerable discussion and public comment, the CAC adopted a motion of support for the staff recommendation, with one member opposing (noting that the study should have given more focus to transit and park-and-ride type options) and one member abstaining.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Adopt the Lombard Study: Managing Access to the “Crooked Street” Final Report.

Enclosure:

1. Lombard Study: Managing Access to the “Crooked Street” Final Report

Railyard Alternatives & I-280 Boulevard (RAB) Feasibility Study

Led by the San Francisco Planning Department, the RAB Study is a multi-agency analysis of transportation and land use alternatives in the most rapidly growing areas of the City, including: South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill.

San Francisco Planning Department
SFCTA Board Update
March 14, 2017

San Francisco
Planning

Photo: Waseu Cornet

The Planning Department is studying the five following components.

- Each component is being studied individually, as well as combined with others.
- Each component represents a **potential big move** to improve access and quality of life for the east side of the City.
- Each decision is a **100-year decision** that will impact our entire region.
- **None of the component options require I-280's removal.**
- Cost estimates and potential schedule implications will be provided at the Public Meeting (Summer 2017)
- Component #1 will be the **first decision** that needs to be made.

1: Rail Alignment to Transbay Transit Center (TTC)

How High Speed Rail and Caltrain trains connect from the county line into Transbay Transit Center (TTC) has major implications for both the urban fabric and future development potential along the corridor.

2: Transbay Transit Center (TTC) Loop

The Transbay Transit Center Loop entails creating a loop track/extension to enhance operational capacity at the TTC and potentially incorporate a second Transbay tube to the East Bay.

3: Railyard Reconfiguration/Relocation

Modifying or relocating some or all of the activities at the 4th/King Railyard would allow Caltrain to operate on a smaller footprint, while potentially freeing up land for open space and future development opportunities.

4: Boulevard I-280

In the long term, replacing the end of I-280 north of Mariposa with an urban surface boulevard, similar to the Embarcadero or Octavia Blvd, could create new open space, improve circulation and allow connectivity throughout the area that is currently separated by 1.2 miles of I-280.

5: Opportunities for the Public's Benefit

Relocating the Caltrain Railyard and/or creating a surface-level boulevard instead of the elevated freeway makes new land available for housing, commercial development, and open space.

Component 1: Rail Alignment to Transbay Transit Center (TTC)



The three options for connecting High Speed Rails (HSR) and Caltrain to the Transbay Transit Center (TTC) are outlined on this map. The RAB Study analysis will review construction methods and rail alignment configurations, as well as seek opportunities to fund and build a cost effective project.

RAB – Citizen Working Group

COMMUNITY/DISTRICT/STAKEHOLDER	NAME
Chair – represents Dogpatch (District 10) Bayview CAC	Ron Miguel Devanshu Patel
California College of the Arts	Jennifer Stein
Eastern Neighborhoods CAC	Daniel Murphy
Mission Bay CAC	Corinne Woods
Potrero Hill	Brian Scully
Potrero Hill	Rick Hall
Potrero Hill	J. R. Eppler
Regional focus	James Haas
SoMa (District 6)	Brian David Shaw
Southeast	Sophie Maxwell
South Beach/Rincon/ Mission Bay	Jackson Fahnestock
SPUR	Ratna Amin
TJPA CAC	Bruce Agid
UCSF	Tammy Chan
Bicycle/pedestrian advocacy	Nathan Mee
Business	David Brentlinger
Environmental/Transportation	Howard Strassner
Housing	Alice Light
Senior/disability community	Ted Olsson
Transportation advocacy/ Business	Adina Levin

A Citizen Working Group (CWG) was launched Summer 2016 to aid the Study Team in **assessing the existing conditions** of the area and **weigh-in on possibilities for the future**. Made up of **21 members** representing broad interests within the communities surrounding the Caltrain right-of-way, the 4th/King Railway, and the I-280 right-of way. Includes: area residents, businesses, and employers, CAC’s, various advocacy groups (pedestrian/bike, transportation, car users, environment, seniors/people with disabilities, etc). More information is available on the project website.

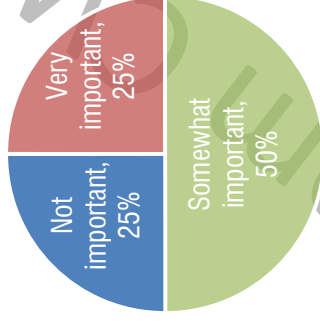
RAB – Evaluation Matrix Criteria

Criteria being studied are broken into 7 major topic areas:

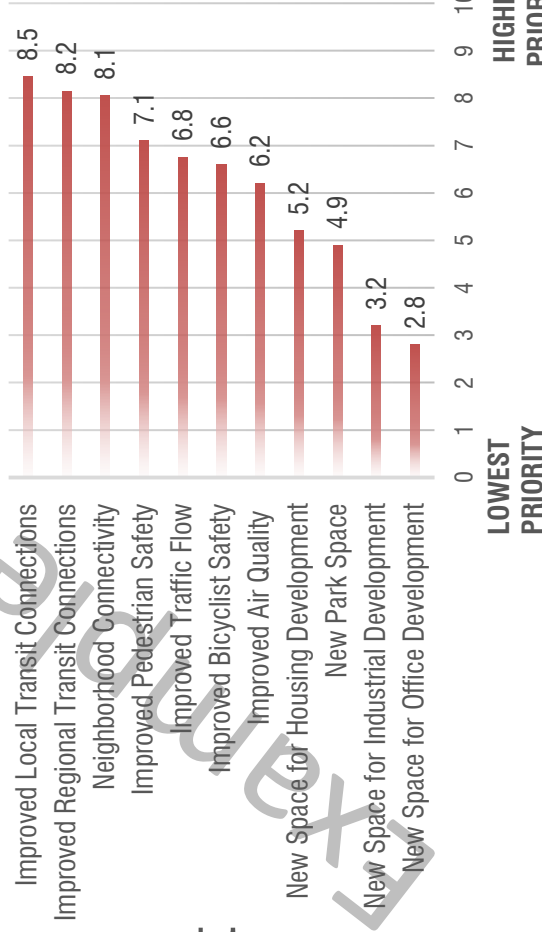
- Technical Feasibility Criteria – provided by the partners to the project (CalSTA, CHSRA, MTC, CalTrans, TJPA, Caltrain, CCSF departments/agencies. These items **MUST** be met by each option under consideration. (minimum radii, minimum number of tracks, etc)
- Mobility (access to jobs/housing/parks, efficiency of service, multi-modal connectivity, etc)
- Capacity (Number of trainsets accommodated, transit improvements, Vehicle LOS/VMT, etc.)
- Policy (Vision Zero, affordable housing goals, etc)
- Social Criteria (ability to knit back neighborhoods, ability to adapt to sea level rise, etc)
- Schedule implications (DTX, Caltrain electrification of 4th/King, etc)
- Costs (construction costs, value capture, economic impact)

- ❑ The evaluation matrix provides information only
 - Qualitative versus Quantitative criteria
 - Doesn't weight the criteria or provide a decision making tree.
- ❑ Values must be taken into account
 - Differ across stakeholders and decision-makers
- ❑ Tradeoffs will become important

How important is relocating the 22nd Street Caltrain Station?



WHAT ISSUES ARE THE MOST IMPORTANT TO PRIORITIZE

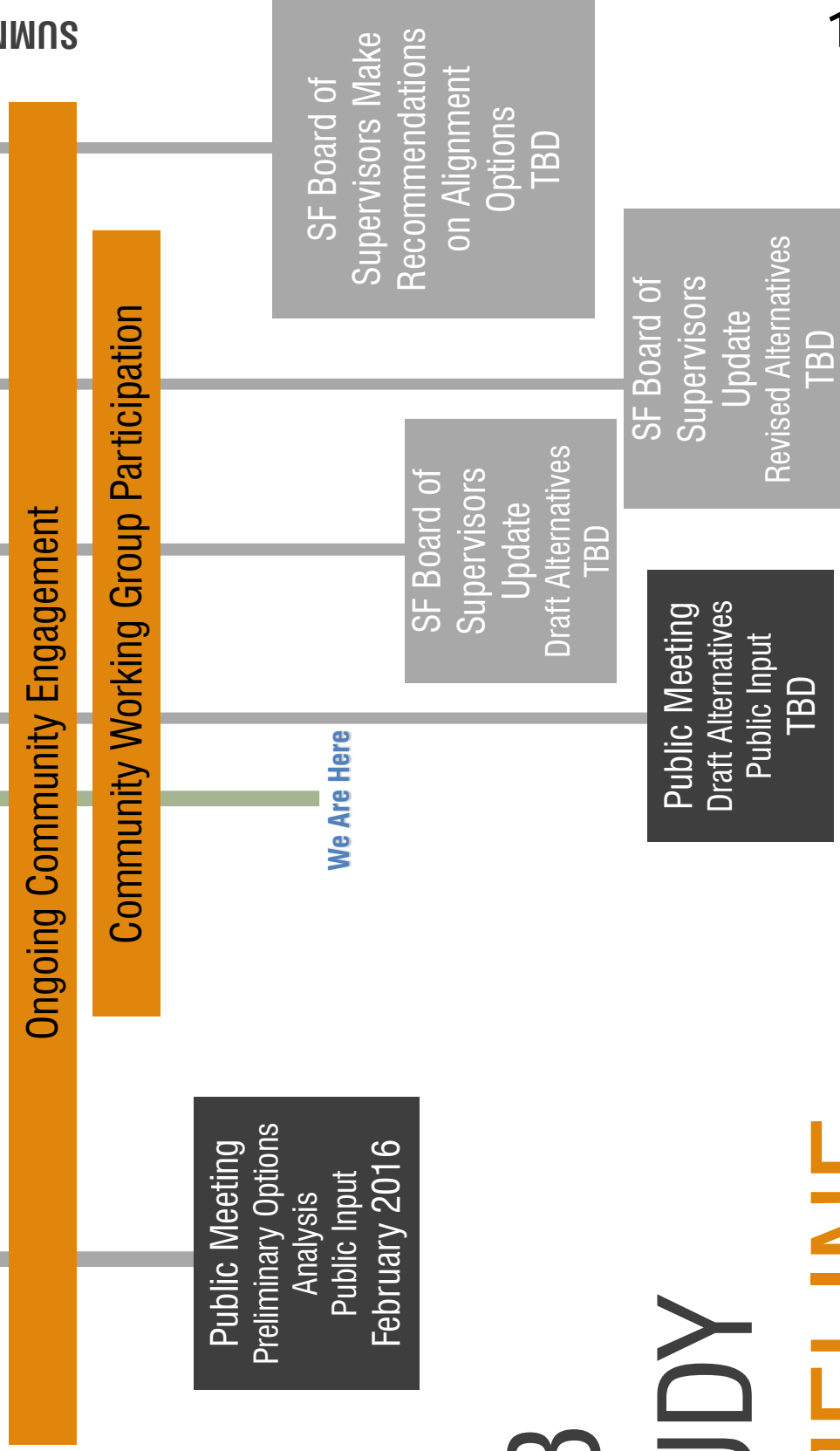


PHASE I –
Preliminary Options Analysis
June 2014 – Feb 2016

PHASE II –
Alternatives Development Feb 2016 – Summer 2017

SUMMER 2017

JUNE 2014



RAB STUDY TIMELINE

THANK YOU

WWW.SF-PLANNING.ORG/RAB

STUDY MANAGER
SUSAN GYGI, PE

