



# AGENDA

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**  
**Meeting Notice**

**Date:** Tuesday, April 11, 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

	<b>Page</b>
1. Roll Call	
2. Citizens Advisory Committee Report – <b>INFORMATION*</b>	<b>5</b>
<b><u>Consent Agenda</u></b>	
3. Approve the Minutes of the March 21, 2017 Meeting – <b>ACTION*</b>	<b>13</b>
4. Preliminary Results of the Bay Area Rapid Transit (BART) Perks Program – <b>INFORMATION*</b>	<b>19</b>
<b><u>End of Consent Agenda</u></b>	
5. Adopt Positions on State Legislation – <b>INFORMATION/ACTION*</b>	<b>21</b>
6. Amend the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835, and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777 – <b>ACTION*</b>	<b>35</b>
7. Allocate \$193,475 in Prop K Funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with Conditions, and Appropriate \$602,254 in Prop K Funds for the Geary Bus Rapid Transit Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>	<b>51</b>
8. Allocate \$5,464,675 in Prop K Funds, with Conditions, for the Downtown Extension Including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and Appropriate \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>	<b>111</b>
9. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report – <b>ACTION*</b>	<b>179</b>

## Board Meeting Agenda

- |     |  |     |
|-----|--|-----|
| 10. | Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report – <b>ACTION*</b> | 185 |
| 11. | Adopt the Community of Concern Boundaries for San Francisco – <b>ACTION*</b>                                 | 191 |
| 12. | Proposed Independent Analysis and Oversight Contract Scope of Services – <b>INFORMATION/ACTION*</b>          | 201 |

**Items from the Vision Zero Committee**

- |     |  |     |
|-----|--|-----|
| 13. | [Final Approval on First Appearance] Approve a Resolution Urging the California State Legislature to Amend the California Vehicle and Public Utilities Codes to Enable Local Jurisdictions to Permit, Conduct Enforcement and Access Trip Data for Transportation Network Companies – <b>ACTION*</b> | 203 |
|-----|--|-----|

**Other Items**

- |     |   |
|-----|---|
| 14. | Introduction of New Items – <b>INFORMATION</b>  |
|     | During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration. |
| 15. | Public Comment  |
| 16. | Adjournment   |

**\*Additional Materials**


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## Board Meeting Agenda

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, March 22, 2017

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:02 p.m.

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

Absent: CAC Members Ablog and P. Sachs (2)

Transportation Authority staff members present were Amber Crabbe, Anna LaForte, Mike Pickford, Steve Rehn and Steve Stamos.

### 2. Chair's Report – INFORMATION

Chair Waddling reported at the January 25 and February 22 CAC meetings, neither candidate for the Vice Chair seat of the CAC received a majority vote so, at this meeting, the CAC would hold another vote. He said at the March 21 Board meeting, the Board reappointed Myla Ablog to the District 5 CAC seat for a two-year term, and that the next appointments would be in July for Districts 2 and 4. He said also at the Board meeting and the following Board of Supervisors meeting, Chair Peskin introduced a resolution urging the state legislature to amend the California Vehicle and PUC Codes to enable local jurisdictions to permit, conduct enforcement, access trip data for transportation network companies as warranted to ensure safety and disability access and manage congestion, which would be acted on by the Board in April.

Chair Waddling said that Item 7 would focus on the three proposed allocation requests for the Downtown Rail Extension project, which were heard for information at the Board meeting and would be considered by the Board for approval in April. He said he would request that the item be removed from the Consent Agenda to hear a brief presentation from staff. He said the Clerk has reached out to the CAC about upcoming walking tours for the Railyard Alternatives and I-280 Boulevard Feasibility Study, and that there would be an update at an upcoming meeting as well. Lastly, he encouraged CAC members to reach out to their respective Commissioners' offices to provide input and request feedback, and requested that staff presentations be limited to five minutes to allow sufficient discussion and time for public comment.

Peter Tannen commented that he would be attending the RAB walking tour on March 24.

Jackie Sachs commented that at the March 14 Board meeting the Prop AA Strategic Plan item was continued by the Board.

There was no public comment.

### 3. Election of Vice Chair for 2017 – ACTION

Chair Waddling announced that the election for Vice Chair had been continued from the January and February CAC meetings due to a lack of a majority vote.

There was no public comment.

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 approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs and Waddling (6)

## **Consent Agenda**

### **Chair Waddling Severed Items 5 and 7 from the Consent Agenda.**

#### **4. Approve the Minutes of the February 22 2017 Meeting – ACTION**

#### **5. Adopt a Motion of Support for Adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report – ACTION**

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Waddling said the CAC was in receipt of a letter from a member of the public regarding future phases of the project, and asked what the next steps for the project would be. Ms. Hiatt replied that the land areas mentioned in the letter could serve as a park or nature restoration zone, and noted that the sidewalks were currently underused and unpleasant for pedestrians. She added that a park or widened sidewalk would be an additional, future phase of the project.

Chair Waddling asked for clarification if this would be in Phase 2 of the project. Ms. Hiatt replied that Phase 2 would be a crossing to San Bruno Avenue with signals, lighting and a paved walk area, but it would not include park-type improvements. She said a park with widened sidewalks would be an additional phase following Phase 2.

Shannon Wells-Mongiovi commented that she was not sure what the member of the public was suggesting regarding a bike connection to Silver Avenue, to which Ms. Hiatt replied that it seemed to suggest a new bicycle route on San Bruno Avenue between Alemany Boulevard and Silver Avenue.

Chair Waddling noted that he was the chair of the Portola Neighborhood Association and that he had worked closely with former Commissioner Campos to bring attention to these improvements. He said community members had expressed a concern that there would be sufficient funding for Phase 2 of the project.

There was no public comment.

Shannon Wells-Mongiovi moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

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

Absent: CAC Members Ablog and P. Sachs (2)

#### **6. State and Federal Legislative Update – INFORMATION**

There was no public comment on the Consent Agenda.

Becky Hogue moved to approve Items 4 and 6 on the Consent Agenda, seconded by Peter Tannen.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, Lerma, J. Sachs, Tannen, Waddling, Wiedmaier and

Wells-Mongioli (9)

Absent: CAC Members Ablog and P. Sachs (2)

7. **Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – INFORMATION**

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Chair Waddling asked for clarification as to why it was an information item. Anna LaForte, Deputy Director for Policy and Programming, replied that the item was presented for information at the March 21 Board meeting and was coordinated with updates on the Caltrain Electrification project and Railyard Alternatives and I-280 Boulevard Feasibility Study, but that the proposed allocations would be advanced to the April Board meetings for action.

During public comment, Roland Lebrun commented that he was opposed to the baseline alignment as it would not permit going under the freeway and turning back to 3<sup>rd</sup> Street. He also said there were new buildings on 3<sup>rd</sup> Street which would have to be constructed around. He said that the Pennsylvania alignment would entail a grade separation at 16<sup>th</sup> Street which would cost \$4.5 billion. He said a possible solution would be to curve the alignment at 7<sup>th</sup> Street which would only include three blocks of cut and cover and would allow a future connection to the Easy Bay through an additional tunnel.

#### End of Consent Agenda

#### Chair called Item 8 before 7

8. **Adopt a Motion of Support for the Allocation of \$38,475 in Prop K Funds for One Request, with Conditions, and Appropriation of \$602,254 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Colin Dentel-Post, Senior Transportation Planner, and Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked if staff could discuss the current litigation with the Geary Bus Rapid Transit (BRT) project. Mr. Dentel-Post replied that staff could not discuss ongoing litigation in detail, but that the lawsuit was filed on February 6, 2017 by a group called “San Franciscans for Sensible Transit” which purported to represent Richmond district interests. He added that together with the City, the Transportation Authority was engaged in legal defense, and that they were confident that the Environmental Impact Report’s (EIR’s) analysis and environmental process were robust.

Mr. Larkin asked if there was precedent for a similar lawsuit. Mr. Dentel-Post replied that to his knowledge, California Environmental Quality Act challenges had previously been filed against various city projects alleging incomplete or using erroneous analyses, and noted that while some were successful the majority were not.

Mr. Larkin asked if the CAC could be provided a copy of the lawsuit. Mr. Dentel-Post replied that the lawsuit was a public document that was posted online and that staff would provide a link.

Jackie Sachs noted that there had been an article in the Richmond Review the prior month regarding the lawsuit. She said that people involved in the lawsuit wanted a light-rail system on Geary Boulevard and not a BRT system, and noted that there was no way a BRT system could be light-rail ready, especially with the uncertain funding situation at the federal level.

Peter Tannen said that the city's bicycle plan was a prior example of a lawsuit that was successful which held up the bicycle plan for several years. Mr. Dentel-Post noted that in that particular case a key issue was that a full EIR had not been completed for the project, whereas an EIR had been completed for the Geary BRT project.

During public comment, Roland Lebrun said that based on the news from the Metropolitan Transportation Commission (MTC) earlier that day, federal funding from the Capital Investment Grants program may not be available for new projects. He questioned whether there was a backup funding plan for the Geary BRT project.

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

The item was approved by the following vote:

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

Absent: CAC Members Ablog and P. Sachs (2)

**9. Adopt a Motion of Support for Adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, introduced the item and Danielle Harris and Monica Munowitch from the San Francisco Municipal Transportation Agency (SFMTA), who presented the item.

Chair Waddling asked about the diversity of demographics of the people who attended the community meetings. Ms. Harris replied that during the project many community meetings were held and that their service provider in the Western Addition neighborhood, Mo' Magic, represented various community groups, and that they mixed and matched service providers to reach different groups.

There was no public comment.

The item was approved by the following vote:

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

Absent: CAC Members Ablog and P. Sachs (2)

**10. Adopt a Motion of Support for the Adoption of Community of Concern Boundaries for San Francisco – ACTION**

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Shannon Wells-Mongiovi asked how MTC's criteria for communities of concern was decided. Mr. Logan replied that MTC's definition had been revised several times before and that more factors were added over the years to capture additional disadvantaged communities.

Ms. Wells-Mongiovi asked how the percentages were calculated. Mr. Logan replied that they were based on the mean for that group and one standard deviation up.

John Larson said, when looking at the 2013 map versus the 2017 map, it was interesting to see shifts in communities. He said he appreciated that census-block analysis was conducted in the south and west parts of the city as it showed differences with MTC's analysis. He asked if MTC needed to approve the Transportation Authority's definition. Amber Crabbe, Assistant Deputy Director for Policy and Programming, replied that MTC was supportive of the Transportation Authority making its own definition and that they would accept should the Board approve it and

would use it from that point going forward.

Peter Tannen asked for the definition of a cost-burdened renter. Mr. Logan replied that cost-burdened renters were people who paid more than 30% of their income on housing.

Chair Waddling asked if 200% of the federal poverty level was a sufficient threshold, and whether it should be higher for the Bay Area. Mr. Logan replied that it was deemed sufficient, and that they tried adjusting it but it resulted in roughly the same outcome.

Brian Larkin asked why the Sea Cliff neighborhood was considered a community of concern. Mr. Logan replied that in the Transportation Authority's analysis it did not meet the other thresholds and was removed as a community of concern.

Chair Waddling asked why 10,000 people was chosen as a threshold. Mr. Logan replied that it was to be strategic, and that if continuous block groups were not used it resulted in numerous smaller areas which was not great for planning.

Jackie Sachs asked if the 2017 map took into consideration buildings that housed senior citizens and the disabled community, and referenced several streets where they were located. Mr. Logan replied that those populations would be represented in the census as there were factors for each one. Ms. Crabbe added that senior citizens and the disabled community were also spread throughout the city, and that communities of concern were intended to represent concentrations of disadvantaged communities. She noted that more specific factors were taken into consideration for these communities during the planning and funding process.

There was no public comment.

John Larson moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Absent: CAC Members Ablog and P. Sachs (2)

**11. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835 and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777 – ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

John Larson commented that for the Congestion Management Agency program, there seemed to be a large balance carried over from the prior fiscal year. Ms. Fong replied that the Controller's Office recently changed their revenue recognition policy in order to have city departments close their books earlier in the fiscal year, as typically city departments closed their books by Thanksgiving. She said the prior policy was that any revenue received within 90 days after June 30 was considered revenue for the prior fiscal year, but the new policy changed this period to within 60 days. Ms. Fong said that extra 30 days of revenue was therefore not captured in the prior year's financial statements and was pushed to the current fiscal year, which resulted in the large carry-over adjustment.

Mr. Larson asked if the carry-over was mostly for the Yerba Buena Island projects, which Ms. Fong confirmed.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Absent: CAC Members Ablog and P. Sachs (2)

## 12. **Update on the Peninsula Corridor Electrification Project – INFORMATION**

Casey Fromson, Government Affairs Officer at Caltrain, presented the item.

Brian Larkin asked if it was worth it for Caltrain to extend the two contracts for four months when it would cost \$20 million. Ms. Fromson replied that Caltrain would be billed the actual costs at the end so the amount could be less than \$20 million. She said the reasoning was to keep the fixed-cost contracts in place, and that for the overall project cost of \$2 billion, it was only a small piece and would come out of the project contingency.

During public comment, Roland Lebrun stated that the new trains that would be ordered only had 762 seats, and that Caltrain had misinformed the Federal Transit Administration (FTA) regarding the train capacity. He said the mandate by the FTA was to increase train capacity by 10% above current capacity. He noted that BART was increasing its capacity through the transbay tube by signaling but that they had recently fired their contractor. He said the Electrification project had already wasted \$158 million and was spending \$18 million per month and that Caltrain should cancel both contracts and reissue the procurements. He said the trains should have 950 seats per Caltrain's 2012 analysis and that they should be hybrid trains as that would save \$400 million and would allow the trains to continue south to Gilroy. Finally, he said cities were building along the Caltrain tracks which would require reduced speeds for high-speed rail trains.

## 13. **Preliminary Results of the Bay Area Rapid Transit (BART) Perks Program – INFORMATION**

Camille Guiriba, Transportation Planner, presented the item per the staff presentation.

Santiago Lerma asked if the program surveyed people as to why they changed their travel behavior. He noted that a few dollars did not seem like much of an incentive to change travel behavior and would likely need to be in the hundreds of dollars to make a significant difference. Ms. Guiriba replied that a survey was conducted in December and a follow-up was conducted in February, and that it included a question about the barriers people faced to changing their travel behavior. She said the results from those surveys would be shared as part of the full evaluation of the program.

Peter Tannen asked if staff felt that the overall cost of the program was worth the benefits. Ms. Guiriba replied that the cost-benefit analysis would be included as part of the evaluation, but that if the program continues in the future it should be focused on riders during the peak of the commute in order to be more cost-effective.

Shannon Wells-Mongiovi said she had participated in the program and that the potential reward did not seem great enough to have a large number of people adjust their work hours. Ms. Guiriba replied that the level of incentive was a common response in the surveys, but that the purpose of the program was to find a price point that would be effective in shifting travel behavior, while also being cost effective for operating the program.

Ms. Wells-Mongiovi stated that there was likely a point for many people where they could not travel any earlier or later. Ms. Guiriba replied that there would always be barriers to participating, often due to inflexible work schedules, but that the program targeted people with more flexible

schedules.

Jackie Sacks if there were surveys conducted for senior citizens, the disabled community, people going to school or working that rode BART outside of the peak hours. Ms. Guiriba replied that the focus of the program was on commuter traveling during the regular 9:00 a.m. to 5:00 p.m. work period.

Chair Waddling asked if it was possible to do flexible pricing on BART. Ms. Guiriba replied that she was not aware of BART considering congestion or peak-period pricing.

Chair Waddling commented that having to spend an extra dollar each day might be more of an incentive for riders to change their travel behavior. He asked if the incentives provided were based on examples from other countries, and how those countries compared in terms of cost of living. Ms. Guiriba replied that the model for the program was a similar program in Singapore, which used the same vendor, Urban Engines, and that they did use similar incentives calculations.

Peter Tannen commented that compared to other transit providers, it was strange that BART's discount for senior citizens was so extensive, and that it would make sense to limit that discount during peak period to discourage travel during that time. Ms. Guiriba replied that she would pass that on to BART.

During public comment, Roland Lebrun commented that the flexibility needed to come from the employers through incentives. He said that it did not make sense to provide prizes to thousands of people and that it should be kept simple and limited to people who significantly change their travel behavior.

Edward Mason questioned why the Bay Area Council was not involved, and that it should be encouraging employers to offer flexible schedules. He said employers were not trying to change travel behavior and were instead using commuter shuttles to bypass peak period congestion. He asked what the results were for the Singapore program and whether cultural differences may have played a part, and noted that the more income people have the more they value their time.

Chair Waddling asking what employers were involved in the program. Ms. Guiriba replied that employers were solicited through the Chamber of Commerce and other business groups. She said it was challenging to have employers sign on before the program started, but that eventually 15 employers did sign up and engaged their employees through emails. She said program staff offered the employers technical assistance but that few employers were interested in that because they already had flexible work systems in place or other resources.

Chair Waddling commented that 15 employers did not seem like a lot, and asked if there could have been a better way to engage businesses. Ms. Guiriba replied that employer engagement was an ongoing challenge and would need to be reconsidered.

Mr. Lerma asked if BART riders were from a predominant industry, and that the employers in that industry could be targeted. Ms. Guiriba replied that industry was included in the survey and could be used in the future to help target employers.

#### **14. Introduction of New Business – INFORMATION**

Santiago Lerma asked for the CAC to be kept apprised of the status of the resolution introduced by Chair Peskin at the March 21 Board meeting regarding Transportation Network Companies.

Chair Waddling said the week prior he met with staff regarding the "Hairball" intersection, and the following week the San Francisco Bicycle Coalition held a tour of the area with residents and city staff. He said it was encouraging to see the different agencies attend and the plans they each have for improving the area, which needed attention as it was currently not a priority for the city's

department on homelessness. He said the city should engage people living in encampments so that they are not encouraged to move back into the area, and that he hoped strong community engagement would help.

There was no public comment.

**15. Public Comment**

During public comment, Roland Lebrun said the city needs to be smarter with how it spends its transportation dollars, especially the Downtown Rail Extension project. He said the city should learn as much as possible from the Central Subway project because it was a great example.

Edward Mason provided statistics from his observations of commuter shuttles during the month of February. He said in Noe Valley during 30 to 60 minutes of observations he counted 78 violations including 17 blocking or delaying a Muni bus, 15 for no California license plates, 30 for no city-issued stickers, 9 for staging, 2 for idling excessively (especially near the Safeway at Market and Duboce Streets), 13 for excessive congestion, and 1 for stalling and emitting a plume of oil. He said there would be a meeting between the SFMTA and Noe Valley community in mid-April. He said SFMTA Board Member Ramos recently commented that the Noe Valley neighborhood had to accommodate industry, however Mr. Mason said there was already too much congestion on 24<sup>th</sup> Street where many commuter shuttles competed for one stop. He said he counted 45 shuttles in 44 minutes at 26<sup>th</sup> and Valencia Streets, and questioned how the area could accommodate any more.

**16. Adjournment**

The meeting was adjourned at 7:47 p.m.





# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 21, 2017

### 1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

**Present at Roll Call:** Commissioners Cohen, Fewer, Kim, Peskin, Ronen and Safai (6)

**Absent at Roll Call:** Commissioners Breed (entered during Item 2), Tang (entered during Item 3), Sheehy (entered during Item 11), Yee (entered during Item 12) and Farrell (5)

### 2. Chair's Report – INFORMATION

Chair Peskin reported that the details of President Trump's proposed Fiscal Year 2017/18 budget were not a surprise but nonetheless they were disturbing. He said in stark contrast to President Trump's promises to invest in infrastructure during the campaign, the proposed 2017/18 Department of Transportation budget of \$16.2 billion reflected a 13% cut with major impacts to transit, affecting both urban and rural communities alike. He said the budget proposed eliminating all future federal funds for transit Capital Investment Grants (including the New Starts program), which were not already part of previously signed full-funding grant agreements. He said these cuts would severely affect several major transit projects that had already undergone years of review and development and which leverage significant state and local voter-approved funds, including Caltrain's Electrification project, BART's expansion vehicles and train control project, and other local and regional priorities in the pipeline such as Better Market Street, Geary Bus Rapid Transit, and the Caltrain Downtown Extension. He noted that the impact would not be limited to the Bay Area, as the jobs that were associated with these projects spanned across the state and the nation, numbering in the hundreds of thousands. He thanked the representatives from Caltrain, Transbay Joint Powers Authority (TJPA) and the Planning Department who were in attendance at the meeting to speak to several of the projects listed. He added that the city's federal delegation, along with local leaders, were working with their counterparts across the state and nation to oppose the budget and keep current transportation investment programs intact. He said that while the delegation fought for the region's priorities, the roads and transit systems continued to deteriorate, congestion was mounting, and the region continued to grapple with the affordability crisis in addition to sea level rise. He said that even while the region advocated for its priorities, it must do everything possible to advance state, regional and local funding measures for transportation.

Chair Peskin said that earlier in the month, the city held preparatory meetings for the launch of the Transportation 2045 Task Force with the Mayor's office and staff from the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority. He said the diverse Task Force would convene in the spring with a focus on both local revenue and expenditure

options for voter consideration in 2018. He said he had made it a top priority to ensure that community voices were deeply engaged in the process from the outset so that the city was able to learn from successes and failures of the past. He said the overall goal was to present a coordinated proposal that integrated closely with the planned bridge toll measure, Regional Measure 3, that was also targeting the ballot next year. He said that in the meantime, he hoped that the state legislature and Governor Brown could reach agreement on a state revenue package for the beleaguered highways and local roads and transit systems, and noted that strong partnerships across all three all levels of government were needed.

Chair Peskin thanked the SFMTA, Planning Department, and the rest of the Board for their support for the stationless bikesharing legislation he introduced. He said it sent a strong message that San Francisco's urban realm and safety would not be compromised by corporations seeking to privatize the city's public assets while skirting the law. He said he would be introducing another resolution along with Commissioner Fewer calling upon San Francisco's state legislators to allow local jurisdictions like San Francisco to permit, enforce and gather data on the growing ridesharing sector, otherwise known as Transportation Network Companies (TNCs). He said the SFMTA and Transportation Authority had requested data on TNC trips which were denied by the California Public Utilities Commission, which retained sole regulatory authority, while dense urban cities like San Francisco dealt with the impacts of these actions. He said the residents of San Francisco knew from experience that the streets were congested with TNC vehicles that did know the city's road network and perhaps even local road laws, but the city needed data to back up those anecdotal experiences citywide. He noted that certain aspects of the services were beneficial, but as policymakers there were growing concerns about the impacts to transit, congestion, pedestrian and bicycle safety, disability access and the impact to the nearly 2,000 taxi cabs locked into agreements with the City. He said he looked forward to continuing to explore appropriate strategies through the legislation and staff's work on these issues through the upcoming emerging mobility services and technologies policy study that was being conducted.

There was no public comment.

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

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

There was no public comment.

### **Consent Agenda**

**Chair Peskin severed Items 9 and 11 from the Consent Agenda.**

- 4. Approve the Minutes of the March 14, 2017 Meeting – ACTION**
- 5. [Final Approval] Appoint Myla Ablog to the Citizens Advisory Committee – ACTION**
- 6. [Final Approval] Adopt Positions on State Legislation – ACTION**
- 7. [Final Approval] 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**
- 8. [Final Approval] 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**

9. **[Final Approval] Allocate \$34,566,349 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, stated that following the March 14 Board meeting, the SFMTA had withdrawn its Prop K application for the design phase funding for the Arguello Boulevard Traffic Signal Upgrades project in order to fund that work with Prop A General Obligation Bond funds.

Commissioner Fewer requested clarification that the 23<sup>rd</sup> Avenue Neighborway project was continued at the March 14 Board meeting in order to have discussions about the development of that project, which Chair Peskin confirmed and noted was reflected in the attachments.

There was no public comment on Item 9.

Item 9 was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai and Tang (8)

Absent: Commissioners Farrell, Sheehy and Yee (3)

10. **[Final Approval] Approve the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION**

There was no public comment on the Consent Agenda.

Items 4, 5, 6, 7, 8 and 10 from the Consent Agenda were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Tang (7)

Absent: Commissioners Cohen, Farrell, Sheehy and Yee (4)

11. **Major Capital Projects Update – Central Subway – INFORMATION**

Luis Zurinaga, consultant, presented the item per the staff memorandum.

During public comment on Item 11, Roland Lebrun requested the Board’s attention on Attachment 2 of the memorandum, as it would inform the conversation for Item 14. He said the line items in the attachment showed the tunnel design contract work at \$8 million and the tunnel construction contract for \$240 million, which was currently \$6 million under budget. He said it would helpful to have a full presentation and potentially a workshop on the Central Subway project including how the project was conceived, its funding, and how was it was being implemented, as it would demonstrate that the city currently had a team that was capable of delivering the Downtown Rail Extension project on time and on budget.

**End of Consent Agenda**

Chair Peskin called Items 12, 13 and 14 together.

12. **Update on the Peninsula Corridor Electrification Project – INFORMATION**
13. **Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION**

14. **Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – INFORMATION**

Michael Burns, Caltrain Modernization Executive Officer at Caltrain presented Item 12; John Rahaim, Director of the Planning Department, presented Item 13, and Eric Cordoba, Deputy Director for Capital Projects, presented Item 14 per the staff memorandum.

Chair Peskin asked for Caltrain's comments on the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study. Mr. Burns replied that Caltrain staff had been working with staff from the Planning Department and Mayor's Office and coordinating information. He said while they had an upcoming meeting to be briefed on the current status of the RAB project, there had not been a briefing recently and that Caltrain's only concerns were the need to preserve its operational and maintenance needs and to meet the needs of its customers. He said in addition to those needs, they had to continue to work within their budget.

Chair Peskin asked if there was an alternative that had been studied relative to the current Townsend Street alignment that could be done without cut and cover. Susan Gygi, RAB Project Manager at the Planning Department, replied that staff had looked at that at the conceptual engineering level and it appeared that some amount of cut and cover was required, but since the Planning Department had not conducted a full engineering assessment, it could not weigh in definitively.

Chair Peskin asked if that would not be possible because it would be too shallow. Ms. Gygi replied that it was a combination of where the tunnel would be located in terms of depth and width, and that having three train tracks would require making the tunnel deeper, after which it would need to rise enough to connect to the Transbay Transit Center. She added it was something that could be considered in the future but currently was not seen as a possibility.

Chair Peskin asked how long and how much of Townsend Street would need to be under construction. Ms. Gygi replied that it would approximately be between 2<sup>nd</sup> and 7<sup>th</sup> Streets, but deferred to TJPA for duration.

Chair Peskin said it was his understanding that if the city chose the 3<sup>rd</sup> Street alignment, given the depth of the Mission Bay station at 120 feet, there could be enough distance that by the time the tunnel reached 2<sup>nd</sup> Street it would match the grade of the current alignment. Mark Zabaneh, Executive Director at TJPA, replied that the engineering study would take that into consideration, and that depending on the information provided from the RAB study for the 3<sup>rd</sup> Street and Pennsylvania alignments, if there was a grade difference that needed to be made it would be adjusted.

During public comment, Roland Lebrun stated that his recommendation for Caltrain Electrification, much like Downtown Rail Extension (DTX), was that it needed be rethought. He said Caltrain should cancel both construction contracts and focus on the Electric Multiple Unit procurement that could hopefully would have the right passenger capacity. He said regarding DTX, the 3<sup>rd</sup> Street alignment was a better option but that there were issues in the south end of the project. He said it would not be able to go under the freeway and that there were issues with the station location, but the solution would be to locate the station on 2<sup>nd</sup> Street between 16<sup>th</sup> and Townsend Streets, as it would be less impactful. He said he was opposed to additional funding for the studies, as the design contingency was listed at \$200 million.

Jim Patrick commented that the Caltrain Electrification project needed to be rethought and that it should utilize hybrid trains that run on both electric and diesel, which would allow them to go travel from the Transbay Transit Center down to the Gilroy Station and would solve multiple problems. He said regarding the RAB study, the city had built many high rises downtown but had yet to connect public transportation systems, and said it was not a 100-year decision as technology could provide new options. He said that Planning Department staff had mentioned land acquisition and maximizing value, which he felt was poor policy as it would lead to designing projects based on the best land source. He said public policy should be about the best solution available rather than maximizing land value.

Bruce Agid commented that he was chair of the TJPA Citizens Advisory Committee and a member of the RAB Citizen Working Group (CWG) and High-Speed Rail working group. He said he fully supported the Prop K allocations requests as the work would fund design elements for DTX that would be used for all three alignments. He said it was critical to minimize cut and cover for DTX as that construction method would significantly affect neighborhoods and Muni service. He said he was concerned about the \$647 million funding on hold for Caltrain Electrification, in addition to the annual operating deficit for the Transbay Transit Center, and noted that people might question the urgency to authorize the Prop K funding now. Mr. Agid said despite these concerns, the economic vitality and quality of life of both the region and state depended on robust transportation infrastructure and therefore needed to find a way to have it built regardless of political gridlock. He said he had confidence that local elected leaders and regional agencies involved in transportation funding would find a way to fund Caltrain electrification, and that in the meantime the 30% design for DTX needed to be complete as soon as possible so that the Board could have the necessary information to decide on an alignment. He said that once an alignment was chosen, the city would have clarity on next steps and a path forward.

Jim Haas commented that the allocation requests demonstrated that the plan for DTX was outmoded but it made sense to fund the portion of the work that would be common to all potential alternatives. He said he supported the proposed allocation requests, particularly the \$200,000 request for the Transportation Authority to oversee and coordinate the project as it was very complicated and involved a variety of agencies which were not on the same page. He said the requests were a major step forward for the project and that the goal should be to have a plan for bringing the trains downtown that everyone could buy into within a year. Mr. Haas said despite the funding issues at the federal level, the city should continue the work as federal political support for transportation funding would change over time.

Bob Feinbaum, Chair of Save Muni, commented that he fully supported growing Caltrain ridership and that the Caltrain Electrification project seemed to have a great deal of support. He said in the unlikely circumstance that the full funding grant agreement was not approved, Caltrain should look at dual mode locomotives as a way to get trains to the Transbay Transit Center. He expressed support for the Prop K allocations for the engineering studies, and said it was important to continue with the common element portion of the work. He said regarding the RAB study, it was only supported due to funding from the Metropolitan Transportation Commission and that smaller towns around the Bay Area likely did not know they were contributing to it.

Adina Levitt, member of the RAB CWG and representing Friends of Caltrain and Friends of DTX, encouraged the Board to support the funding requests and move the DTX project forward. She said she was glad to hear that there was a backup plan for funding Caltrain

Electrification, as it was the most shovel ready project in the country. She said regarding RAB, a preferred alternative should be selected by the end of the year, and that it was a good idea to have projects ready when federal funding became available.

A member of the public from District 3 commented that he was representing several Caltrain riders who could not attend, and that they supported bringing Caltrain downtown as it would favorably impact many peoples' commutes.

Peter Straus, a member of San Francisco Transit Riders, commented that he supported the proposed allocations and keeping the DTX project moving forward. He said DTX was the highest priority after the Central Subway project, and encouraged the city to have backup funding plans. He said the city was invested in the Transbay Transit Center and that the requested funding would benefit all the projects.

Gerald Cauthen commented that he supported the proposed allocations and noted that TJPA could likely use additional funding. He commented about slow progress on the RAB study, noting that the RAB study was three years in but had not produced any numbers and was still only looking at planning concepts. He said it was necessary to use the cut and cover method for the north end of 2<sup>nd</sup> Street since the tracks widened to 165 feet and it was not possible to tunnel 70 feet underground and 165 feet wide. He said given the funding situation, it might be a good idea to look at some of the items for the DTX project that were added due to political pressure or from the high-speed rail project. He said many of the items would be nice to have but could be delayed until high-speed was near completion to reduce the cost of DTX.

## **Other Items**

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

Chair Peskin introduced a resolution together with Commissioner Fewer urging the state legislature to amend the California vehicle and public utilities codes to enable local California jurisdictions to access trip data for TNCs and to permit and conduct enforcement of TNCs as warranted to ensure safety and access and to manage congestion.

There was no public comment.

### **16. Public Comment**

During public comment, Roland Lebrun commented that the Downtown Rail Extension was on the Citizens Advisory Committee (CAC) agenda for the following night as information but on the consent agenda. He said the item should not be on consent as it needed a full presentation from the TJPA to the CAC explaining the project and leading to a robust discussion to help inform the Board when the item came back for approval.

Andrew Yip spoke about self-control.

### **17. Adjournment**

The meeting was adjourned at 11:17 a.m.



# Memorandum

Date: 04.05.17 RE: Board  
April 11, 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 *TCC*

Subject: **INFORMATION** – BART Perks Preliminary Results

**Summary**

BART Perks, a six-month test incentive program offered by BART and the Transportation Authority, concluded on February 28 and preliminary results reveal that incentives can successfully shift the travel behavior of BART riders. During the trial period, an average of 250 Perks participants shifted their ride either before or after the peak morning rush hour each weekday. About 2,600 Perks participants traveled during the peak hour each day before the program, meaning about two full BART cars or 10% of these riders targeted by the program shifted. The program complemented BART’s long-term efforts to reduce crowding and congestion on trains and in stations, which includes redesigning cars to increase capacity and running additional ten car trains with the arrival of the Fleet of the Future and a new train control system. A full evaluation of the program will be completed by Fall 2017.

## BACKGROUND

Perks was a six-month test program managed by the Transportation Authority and Bay Area Rapid Transit District (BART). The primary goal of the program was to test whether crowding can be reduced by offering riders incentives for traveling outside of the morning peak hour.

Beginning in August 2016, participants could sign up for Perks at BARTperks.com using their email address and Clipper Card number. Perks offered riders points for all travel on BART, and up to six times as many points by starting their trip during Bonus Hours, either 6:30 to 7:30 a.m. or 8:30 to 9:30 a.m. Points could be exchanged for small cash rewards or used to play the “Spin to Win” game for the chance to pick up additional points or random cash rewards from \$1 to \$100. The first program of its kind in North America, Perks was modeled after successful international transit rewards programs.

The program was funded primarily through a Federal Highway Administration grant program that supports innovative approaches to reducing congestion through pricing and incentives. Funding was also provided by BART and Prop K funds.

## DISCUSSION

Exceeding expectations for 10,000 sign-ups, almost 18,000 BART riders participated in the Perks program. The Perks program incentivized riders to shift travel times away from the peak morning hour of 7:30 to 8:30 a.m. to reduce crowding. During the six-month trial period, an average of 250 Perks

participants shifted their ride to the hour either before or after the peak morning rush hour each weekday. That amounts to the equivalent of two full BART cars being freed up each weekday during BART's busiest hour. About 2,600 Perks participants traveled during the peak hour each day before the program, meaning about 10% of these riders targeted by the program did in fact shift.

BART and the Transportation Authority measured the effects of the Perks program by comparing the percentage of rush hour trips participants made on an average weekday morning before the program to their behavior during the program. Based on BART's overall ridership data, staff performed this same calculation for the commute pattern of non-participants in order to understand whether there were other factors that could have caused the shift in rider behavior. While the program was of too small a scale to result in noticeable crowding reduction on BART, initial results reveal the program did successfully reduce peak hour travel among participants. To achieve even greater levels of rider shifting, future travel incentives programs for BART would need to be designed to better target individuals who are frequent riders during the busiest periods on the transit system.

Each month Perks awarded an average of \$35,000 to all program participants, and roughly \$230,000 was awarded over the entirety of the program. On average, participants earned close to \$3/month, with about 10 different participants per month being paid \$100 or more based on their participation in the "Spin to Win" game. Each month, rewards were transferred to participants' PayPal accounts.

In addition to testing whether crowding can be reduced through rider incentives, Perks also aimed to increase customer satisfaction among BART riders. In December 2016, BART and the Transportation Authority surveyed Perks participants, and results showed that 67% reported being satisfied with the program.

Perks included an employer partnership program in order to increase employer support for greater adoption of flexible work schedules. A total of 15 employers signed up as BART Perks Partners and were committed to promoting the program among their employees, including UCSF Benioff Children's Hospital, Alliant International University, CRI, and Integral Group.

The Transportation Authority and BART are in the process of a full evaluation of the program's results which is expected to be completed by fall 2017. Based on the findings, the agencies will consider how to proceed with further strategies to reduce rush hour crowding.

#### **ALTERNATIVES**

None. This is an information item.

#### **CAC POSITION**

None. This is an information item.

#### **FINANCIAL IMPACTS**

None. This is an information item.

#### **RECOMMENDATION**

None. This is an information item.



**San Francisco County Transportation Authority**  
**April 2017**

**State Legislation – Updated and Proposed New Positions**

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

Staff is not recommending new positions this month, but is flagging a few new bills for reference and may recommend positions next month (see Table 1). Table 2 provides updates on several bills we have been tracking this session and Table 3 indicates the status of bills on which the Board has already taken a position this session.

Negotiations over the state transportation revenue package have been the focus of the last month. The latest update to the current vehicle, Senate Bill 1 (Beall) is described in Table 2 and Attachment 1 contains summaries of the draft proposal released publicly on March 31, including the anticipated formula allocations for San Francisco and the Bay Area. We will provide an update on the final legislation and next steps at the Board meeting.

**Table 1. Select New Bills to Watch**

Recommended Positions	Bill # Author	Bill Title and Description
Watch	<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D	<b>California Global Warming Solutions Act of 2006: regulations.</b> The bill would authorize the State Air Resources Board to extend the Cap and Trade program until 2030. Extending Cap and Trade would extend a valuable greenhouse gas reduction program, provide additional revenue for transportation, and hopefully stabilize auction outcomes, which have been lower than anticipated over the past year.
	<a href="#">SB 768</a> <a href="#">Allen</a> D	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. This bill would extend this authorization indefinitely. P3 authorization could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.
	<a href="#">SB 496</a> <a href="#">Cannella</a> R	<b>Indemnity: design professionals.</b> Amended language has just been released for this bill but on first read it appears it 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.
	<a href="#">SB 498</a> <a href="#">Skinner</a> D	<b>Vehicle fleets: zero-emission vehicles (EVs).</b> The State Air Resources Board sets zero-emission vehicle adoption targets for the purposes of public and private sector vehicle fleets. This bill directs the state to meet higher targets for EVs in both public and private fleets, specifically a 50% EV requirement by FY 2024/25.

San Francisco County Transportation Authority  
April 2017

Table 2. Select Updates on Tracked Bills

Active Positions	Bill # Author	Bill Title and Description	Update
Support	<a href="#">AB 28</a> <a href="#">Frazier</a> D	<p><b>Department of Transportation: environmental review process: federal pilot program.</b>            This bill would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays are expected if this is not reinstated.</p>	<p><b>The bill was approved by the Legislature and the Governor and was chaptered on March 29.</b> Caltrans immediately sent notification to the Federal Highway Administration which then confirmed to Caltrans and transportation jurisdictions throughout the state that it concurred with its delegation request, meeting the April 1 federal deadline and allowing projects to continue with streamlined delegation for NEPA authorization.</p>
	<a href="#">AB 342</a> <a href="#">Chiu</a> D	<p><b>Vehicles: automated speed enforcement (ASE): five-year pilot program.</b>            This bill 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 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.</p>	<p>After referral to the Assembly Privacy and Consumer Protection Committee for hearing in early April, the hearing was delayed until the April 18 Committee meeting to allow further discussion with Legislators and advocacy organizations. We continue to support SFMTA's work in Sacramento. Supporters continue to sign on to the bill; the Metropolitan Transportation Commission adopted a support position in late March. If it is approved on April 18, the hearing at the Assembly Transportation Committee could occur as early as April 24.</p>
	<a href="#">SB 1</a> <a href="#">Beall</a> D	<p><b>Transportation Funding.</b>            This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to AB 1 (Frazier).</p>	<p>The latest update to the current vehicle, Senate Bill 1 (Beall) is described in Attachment 1.</p>

**San Francisco County Transportation Authority**  
**April 2017**

Watch	<a href="#">AB 1121</a> <a href="#">Chiu</a> D	<b>San Francisco Bay Area ferries.</b> Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.	This was a spot bill related to developing a new source of local funds for the SF Bay Ferry System. It has been amended instead to increase the membership of the Bay Area Water Emergency Transportation Authority (WETA) as described in the bill description.
	<a href="#">SCA 6</a> <a href="#">Wiener</a> D	<b>Local transportation measures: special taxes: voter approval.</b> 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.	On April 5, 2017 this bill passed out of the Senate Government and Finance Committee on a partisan 5-2 vote. It will next be heard at the Senate Transportation and Housing Committee.

**Table 3. Bill Status for Active Positions Taken This Session**

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 4/4/17)
Support	<a href="#">AB 1</a> <a href="#">Frazier</a> D	Transportation Funding.	Assembly Transportation
	<a href="#">AB 28</a> <a href="#">Frazier</a> D	Department of Transportation: environmental review process: federal pilot program.	Chapters
	<a href="#">AB 87</a> <a href="#">Ting</a> D	Autonomous vehicles.	Assembly Transportation
	<a href="#">AB 342</a> <a href="#">Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Privacy and Consumer Protection
	<a href="#">SB 1</a> <a href="#">Beall</a> D	Transportation Funding.	Senate Appropriations
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	Transportation bond debt service.	Assembly Transportation
	<a href="#">SB 423</a> <a href="#">Cannella</a> R	Indemnity: design professionals.	Senate Rules
	<a href="#">SB 493</a> <a href="#">Hill</a> D	Vehicles: right-turn violations.	Senate Transportation and Housing

Attachment 1: Senate Bill 1 (Beall) Summary



# Road Repair and Accountability Act of 2017

- California’s highway and bridge repair and rehabilitation backlog is more than \$6 billion annually
- California ranks 45th nationally in overall highway condition
- As recently as 2016, 41% of the highways and pavement in California require rehabilitation, replacement or preventative maintenance
- More than 500 bridges in California currently require major repair and nearly 400 of them are considered “structurally deficient” according to the Federal Highway Administration (FHWA)
- There’s a price to be paid for neglect. California’s crumbling roads cost drivers \$762 each year in vehicle repairs
- California has not increased funding for transportation in 23 years. As a result, road repairs now receive only 50% of the funding they did back in 1994
- Other states have acted, since just 2013, nineteen other states – governed by Republicans and Democrats – have acted to increase funding for transportation
- This proposal is the largest investment in the state’s history to fix roads and invest in transportation improvements, including public transit
- The revenue will be constitutionally protected so that funds raised must go toward transportation; revenue will come from a mixture of funding sources

STATEWIDE INVESTMENT PROGRAMS (50%)	
Fix-it-First Highways	\$15 billion
Bridge and Culvert Repair	\$4 billion
Trade Corridor Investments	\$3 billion
Solutions for Congested Commute Corridors	\$2.5 billion
Parks Funding for Ag, Off-Highway Vehicle & Boating	\$800 million
STIP (State Share)	\$275 million
Freeway Service Patrol	\$250 million
California Public Universities Transportation Research	\$70 million
Local or Regional Investment Programs (50%)	
Fix-it-First Local Roads	\$15 billion
Transit Capital and Operations	\$7.5 billion
Local Partnership Funds	\$2 billion
Active Transportation Program Bicycle and Pedestrian Investments	\$1 billion
STIP (Local Share)	\$825 million
Local Planning Grants	\$250 million
<b>TOTAL</b>	<b>\$52.4 billion</b>

**This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California**

## Transportation Funding and Reform Package

**Summary:** The transportation funding and reform proposal is a balanced package of needed revenues and smart reforms to more efficiently invest in California's roads, bridges, neighborhood streets, public transit systems and bicyclist and pedestrian facilities.

**Investments:** The revenue package delivers benefits equally split between state and local transportation systems:

### 10-Year Investments by Area

<b>Statewide Investment Programs (50%)</b>	
Fix-it-First Highways	\$15 billion
Bridge and Culvert Repair	\$4 billion
Trade Corridor Investments	\$3 billion
Solutions for Congested Commute Corridors	\$2.5 billion
Parks Funding for Ag, Off-Highway Vehicle & Boating	\$800 million
STIP (State Share)	\$275 million
Freeway Service Patrol	\$250 million
California Public Universities Transportation Research	\$70 million
<b>Local Investment Programs (50%)</b>	
Fix-it-First Local Roads	\$15 billion
Transit Capital and Operations	\$7.5 billion
Local Partnership Funds	\$2 billion
Active Transportation Program Bicycle and Pedestrian Investments	\$1 billion
STIP (Local Share)	\$825 million
Local Planning Grants	\$250 million
<b>TOTAL</b>	<b>\$52.4 billion</b>

**Fix-it-First - \$34 billion:** Two-thirds of the new funding is dedicated to fixing roads and bridges at the state and local level as follows:

\$15 billion to improve state highways by repairing crumbling roadways, smoothing pavement, rehabilitating highways assets.

\$15 billion to fix potholes and improve neighborhood streets and roads through a distribution formula supported by cities and counties.

\$4 billion to repair state highway bridges and culverts.

**Public Transit, Active Transportation and Planning - \$8.65 billion:**

Funds are available for the expansion of public transit systems and their operations. The package would split funding 50-50 between high-priority transit capital expansion and for transit operations, as follows:

\$3.5 billion would flow directly to transit operators through the well-established State Transit Assistance (STA) program to fund expanded operations of local transit services.

\$3.9 billion would flow 70% for high-priority transit capital grants through the Transit and Intercity Rail Capital Program (TIRCP) and 30% directly to transit operators for rehabilitating or replacing transit vehicles and facilities.

\$1 billion for the Active Transportation Program (ATP). This funding would nearly double the state's program to expand and improve bicycle and pedestrian facilities (i.e., bike paths, pedestrian walkways, etc).

\$250 million will fund planning grants to assist regions with developing and updating their Regional Transportation Plans and Sustainable Community Strategies.

**Multi-Modal Transportation Improvement Projects - \$8.85 billion:**

The proposal recognizes that in a growing state, transportation investment must provide greater capacity to accommodate growth. Several programs in this proposal support new investments that more comprehensively address congestion, enhance trade, and provide more travel options for Californians while protecting the environment. These programs include:

\$2.5 billion for the Solutions for Congested Corridors Program. The state will provide matching funds to regional or local agencies that are taking comprehensive approaches to managing and reducing congestion in busy corridors. The funding is for multi-modal projects in a corridor plan designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

\$250 million will fund the Freeway Service Patrol Program that provides incident response to clear accidents and stalled vehicles from travel corridors.



\$3 billion to the Trade Corridor Enhancement Account. These funds will focus on improving California’s trade corridors to more efficiently move freight through the state.

\$2 billion for the State and Local Partnership Program. This program rewards “self-help” counties that have adopted local taxes or fees dedicated to improving transportation infrastructure or programs.

\$1.1 billion for the State Transportation Improvement Program (STIP) that funds transportation projects nominated by local agencies (75%) and the state (25%).

### **Revenues:**

The revenue in this package is user-based, relying on fuel taxes and a progressive transportation improvement fee based on vehicle value. For the majority of car owners (about 60 percent of cars) the combination of new fuel and vehicle taxes will be less than \$10 per month. For owners of expensive cars – such as those valued over \$60,000 the taxes will increase by about \$21 per month.

#### **10-Year Revenue by Type**

<b>Fuel Taxes</b>	
Gas Excise Tax	\$24.4 billion
Diesel Excise Tax	\$7.3 billion
Diesel Sales Tax	\$3.5 billion
<b>Vehicle-Based Taxes</b>	
Value-based Transportation Improvement Fee	\$16.3 billion
ZEV Fee Commencing in 2020	\$.2 billion
<b>One-Time Repayment of Transportation Loans</b>	
Repaying Outstanding Loans from General Fund	\$706 million
<b>TOTAL</b>	<b>\$52.4 billion</b>

**Fuel Taxes:** About two-thirds of the new funding is from fuel taxes as follows:

**Gasoline Excise Tax** – The gas tax in California has not been raised in 23 years. There are three steps to adjusting the gas tax: 1) end the annual Board of Equalization “Tax Swap” adjustment and stabilize available funding going forward; 2) increase the base gasoline excise tax from 18 cents to 30 cents to restore its lost purchasing power; and 3) adjust the rate prospectively for the Consumer Price Index.

**Diesel Excise Tax** - end the annual Board of Equalization “Tax Swap” adjustment that has varied the tax from 10 cents to 16 cents in recent years. Increases the tax to 36 cents (20 cents above the current level). The rate will be adjusted prospectively by the Consumer Price Index. Large trucks are excluded from the new Value-based Transportation Improvement Fee.

**Diesel Sales Tax** – Increase the special Transit add-on tax from 1.75 percent to 5.75 percent. This revenue will support transit operations through the State Transit Assistance distribution formula to transit operators.

**Vehicle-based Fees:** About one-thirds of the new funding is from vehicle-based fees as follows:

**Value-based Vehicle Fee (Transportation Improvement Fee)** – based on the value of the vehicle, the annual fee will vary from \$25 for the 46 percent of the vehicle fleet valued under \$5,000, to \$175 for vehicles valued at \$60,000 or more. The rate will be adjusted prospectively by the Consumer Price Index.

**Zero Emission Vehicle Fees (ZEV fee)** – a fee of \$100 will apply to ZEV vehicle starting in July, 1, 2020, so the expanding fleet of ZEVs will pay a “fair share” for their use of roads, with this fee being in lieu of the gasoline taxes they do not pay for use of roads. Gasoline-Electric hybrid vehicles (Partial ZEVs) are excluded from this fee, because they are partially gasoline powered.



## **Transportation Reforms**

**Transportation Funds for Transportation Purposes:** The reform package includes a constitutional amendment to dedicate for transportation purposes all vehicle fee and gasoline or diesel tax revenues raised by the Act.

**Performance Measures with Public Reporting and Accountability:** This reform enhances reporting and accountability provisions to ensure Caltrans and cities and counties are investing funds to repair or improve state highways, bridges, culverts and neighborhood streets to standards that meet performance measures adopted by the California Transportation Commission (CTC).

**Enhanced Caltrans Efficiencies and Oversight:** The proposal includes expanded authority for Caltrans to efficiently deliver transportation projects and it enhances oversight of the department:

**CTC Oversight of Caltrans Staffing:** To ensure Caltrans's staffing levels are reasonable, this reform would require the California Transportation Commission (CTC), beginning on July 1, 2017, to review and allocate funding for Caltrans's staffing needs, by project phase, to support the delivery of projects in the State Highway Operation and Protection Program (SHOPP). The reform is the product of a year-long process the CTC undertook with legislative staff, the Department of Finance and the LAO.

**Inspector General at Caltrans:** To enhance oversight of the department, this reform creates and Inspector General at Caltrans to strengthen the independence and effectiveness of the department's Office of Audits and Investigations. This proposal would have the Governor appoint the Director of the office and articulate the duties of the office—including its auditing and investigations functions—in statute. The reform would require the office to report its activities to the CTC and Legislature annually.

**Innovative Procurement at Caltrans:** Achieved with AB 2126 (Mullin) at the end of 2016 and part of the transportation reform package, this proposal authorized Caltrans to procure construction contracts using a process called Construction Manager/General Contractor, in which bidders participate earlier in the design process to prepare bids for construction. This method saves time, gains project efficiencies and expedited project delivery.

**Environmental Streamlining:** By streamlining environmental processes and identifying necessary environmental mitigation measures early in the project development process, agencies can deliver projects more quickly while fully addressing environmental issues.

**NEPA Delegation:** By re-enacting the NEPA delegation that sunset on December 31, 2016, Caltrans can continue to review projects for conformity with the National Environmental Protection Act. Continued use of this delegation will shave months off the approval time for the delivery of transportation projects. This reform is accomplished with the enactment of AB 28 (Frazier).

**Advance Mitigation:** This efficiency has proven effective at the county level, and will help Caltrans save time and money by accelerating project environmental mitigation work. Doing environmental work early protects natural resources and can reduce costs and delays later when the infrastructure project goes to construction.

###

## Attachment 1

**ESTIMATE OF BAY AREA LOCAL ROAD FUNDING FROM JOINT MARCH 29 PROPOSAL**

<b>COUNTY</b>	
ALAMEDA	\$ 58,926,465
CONTRA COSTA	\$ 43,207,439
MARIN	\$ 9,782,854
NAPA	\$ 6,190,503
SAN FRANCISCO	\$ 21,324,147
SAN MATEO	\$ 30,344,159
SANTA CLARA	\$ 73,190,807
SOLANO	\$ 21,542,031
SONOMA	\$ 20,205,344
<b>BAY AREA TOTAL</b>	<b>\$ 284,713,748</b>
<b>STATE TOTAL</b>	<b>\$ 1,500,000,000</b>

Estimates prepared by MTC Staff

Contact Info: Rebecca Long, rlong@mtc.ca.gov

**Estimate of STA Revenue-Based Distribution of March 29, 2017 Transportation Deal**

<b>Bay Area Transit Operators Estimates</b>	<b>Annual Amount</b>
<b>Statewide STA Funding</b>	<b>\$ 250,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 174,413
Caltrain	\$ 3,628,873
County Connection	\$ 410,147
City of Dixon	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 189,952
City of Fairfield	\$ 80,151
Golden Gate Transit	\$ 3,212,280
City of Healdsburg	\$ 336
Livermore Amador Transit Authority	\$ 165,786
Marin Transit	\$ 598,293
Napa Valley Transit Authority	\$ 41,430
City of Petaluma	\$ 9,306
City of Rio Vista	\$ 732
SamTrans	\$ 2,231,729
City of Santa Rosa	\$ 91,090
Solano County Transit	\$ 187,131
Sonoma County Transit	\$ 98,628
City of Union City	\$ 28,048
Valley Transportation Authority	\$ 8,586,427
VTA - Corresponding to ACE	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 214,945
WETA	\$ 882,945
<b>SUBTOTAL</b>	<b>\$ 21,022,533</b>
AC Transit	\$ 6,494,389
BART	\$ 14,920,667
SFMTA	\$ 27,174,911
<b>SUBTOTAL</b>	<b>\$ 48,589,967</b>
<b>Total Revenue Based Funds</b>	<b>\$ 69,612,500</b>
<b>Population Based Funds</b>	<b>\$ 24,375,000</b>
<b>Bay Area Grand Total</b>	<b>\$ 93,987,500</b>

Note: Shares are based on FY 2014-15 revenue-based factors. Actual funding levels will vary based on revenue received and individual operator shares. Assumes a \$250 M STA Program

## Attachment 1

## Estimate of Transit State of Good Repair Funding Distributed via STA Formula

<b>Bay Area Transit Operators Estimates</b>	
<b>Statewide Funding for State of Good Repair</b>	<b>\$ 105,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTA - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
<b>SUBTOTAL</b>	<b>\$ 8,829,464</b>
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
<b>SUBTOTAL</b>	<b>\$ 20,407,786</b>
<b>Total Revenue Based Funds</b>	<b>\$ 29,237,250</b>
<b>Population Based Funds</b>	<b>\$ 10,237,500</b>
<b>Bay Area Grand Total</b>	<b>\$ 39,474,750</b>

### Estimate of Bay Area STIP Funding Increases from March 29, 2017 Deal

*(Dollars in millions)*

<b>County</b>	<b>One \$825 M Time Backfill</b>	<b>Annual Increase</b>
Alameda	\$ 28.56	\$ 7.37
Contra Costa	\$ 19.54	\$ 5.04
Marin	\$ 5.34	\$ 1.38
Napa	\$ 3.51	\$ 0.91
San Francisco	\$ 14.49	\$ 3.74
San Mateo	\$ 14.76	\$ 3.81
Santa Clara	\$ 33.93	\$ 8.75
Solano	\$ 8.85	\$ 2.28
Sonoma	\$ 10.88	\$ 2.81
<b>Region</b>	<b>\$ 139.86</b>	<b>\$ 36.08</b>

**Assumptions:**

One-time funding estimate assumes all \$825 M distributed through the RTIP

Annual estimate assumes adjustment in variable rate gas tax generates \$284 M for STIP per year

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2016/17 BUDGET TO INCREASE REVENUES BY \$13,396,777, INCREASE EXPENDITURES BY \$15,356,835 AND INCREASE OTHER FINANCING SOURCES BY \$21,335,835 FOR A TOTAL NET INCREASE IN FUND BALANCE OF \$19,375,777

WHEREAS, In June 2016, through approval of Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; South of Market Freeway Ramp Intersection Safety Improvement Study; San Francisco Long-Range Transportation Planning Program; Commuter Shuttle Hub Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Strategic Highway Research Program Transit Passenger Simulation; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2016/17 budget, as shown in Attachment 1; and

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

RESOLVED, That the Transportation Authority's adopted FY 2016/2017 budget is hereby



amended to increase revenues by \$13,396,777, increase expenditures by \$15,356,835, and increase other financing sources by \$21,335,835, for a total net increase in fund balance of \$19,375,777.

Attachment:

1. Proposed Fiscal Year 201617 Budget Amendment



**San Francisco County Transportation Authority  
Attachment I  
Proposed Fiscal Year 2016/17 Budget Amendment**



	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2016/17		
<b>Revenues:</b>								
Sales Tax Revenues	\$ 108,219,139	\$ -	\$ -	\$ -	\$ -	\$ 108,219,139	\$ 108,219,139	
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	4,834,049	
Interest Income	329,206	-	2,500	3,000	-	334,706	334,706	
Federal/State/Regional Revenues	99,670	8,883,163	751,324	-	1,575,000	11,309,157	12,360,664	(1,051,507)
Prior Year Program Revenue Carryover	1,344,335	12,839,638	-	-	243,649	14,427,622	-	14,427,622
Other Revenues	67,012	195	-	-	-	67,207	46,545	20,662
<b>Total Revenues</b>	<b>110,059,362</b>	<b>21,722,996</b>	<b>753,824</b>	<b>4,837,049</b>	<b>1,818,649</b>	<b>139,191,880</b>	<b>125,795,103</b>	<b>13,396,777</b>
<b>Expenditures:</b>								
Capital Project Costs	201,552,335	8,497,885	1,158,590	6,533,249	1,048,102	218,790,161	219,943,351	(1,153,190)
Administrative Operating Costs	6,975,512	1,762,875	37,566	216,703	572,966	9,565,622	9,301,333	264,289
Debt Service	1,326,667	-	-	-	-	1,326,667	960,000	366,667
Prior Year Expenditure Carryover	1,891,051	13,744,369	-	-	243,649	15,879,069	-	15,879,069
<b>Total Expenditures</b>	<b>211,745,565</b>	<b>24,005,129</b>	<b>1,196,156</b>	<b>6,749,952</b>	<b>1,864,717</b>	<b>245,561,519</b>	<b>230,204,684</b>	<b>15,356,835</b>
<b>Other Financing Sources (Uses):</b>								
	23,007,634	2,282,133	-	-	46,068	25,335,835	4,000,000	21,335,835
<b>Net Change in Fund Balance</b>	<b>\$ (78,678,569)</b>	<b>\$ -</b>	<b>\$ (442,332)</b>	<b>\$ (1,912,903)</b>	<b>\$ -</b>	<b>\$ (81,033,804)</b>	<b>\$ (100,409,581)</b>	<b>\$ 19,375,777</b>
Budgetary Fund Balance, as of July 1	\$ 33,011,247	\$ -	\$ 394,366	\$ 6,977,322	\$ -	\$ 40,382,935	\$ 22,749,946	N/A
Budgetary Fund Balance, as of June 30	\$ (45,667,322)	\$ -	\$ (47,966)	\$ 5,064,419	\$ -	\$ (40,650,869)	\$ (77,659,635)	N/A



# Memorandum

**Date:** 04.03.17 **RE:** Board  
April 11, 2017

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

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

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

**Subject:** **ACTION** – Amend the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835 and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777

## Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2016, through Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2016/17 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2016/17 Budget be amended as shown in Attachment 1.

## BACKGROUND

In June 2016, through approval of Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

## DISCUSSION

The purpose of this memorandum is to brief the Board on the proposed FY 2016/17 budget revisions and to seek a motion of support for adoption of an amended budget. The budget revision reflects an increase of \$13,396,777 in revenues, increase of \$15,356,835 in expenditures and increase of \$21,335,835 in other financing sources for a total net increase of \$19,375,777 in fund balance. These revisions include

carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2016/17 Budget (in the aggregate line item format specified in the Transportation Authority's Fiscal Policy) is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; South of Market Freeway Ramp Intersection Safety Improvement Study; San Francisco Long-Range Transportation Planning Program; Commuter Shuttle Hub Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Strategic Highway Research Program Transit Passenger Simulation; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2016/17 budget.

We propose that the adopted FY 2016/17 Budget be amended as shown in Attachment 1.

### ALTERNATIVES

1. Amend the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777, as requested.
2. Amend the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777, with modifications.
3. Defer action, pending additional information or further staff analysis.

### FINANCIAL IMPACTS

If approved, the proposed amendment to the FY 2016/17 Budget would increase \$13,396,777 in revenues, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777 in fund balance as described above.

### CAC POSITION

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

### RECOMMENDATION

Amend the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777.

Attachments (3):

1. Proposed Fiscal Year 2016/17 Budget Amendment
2. Proposed Fiscal Year 2016/17 Budget Amendment Line Item Detail
3. Fiscal Year 2016/17 Budget Amendment Explanations

**San Francisco County Transportation Authority  
Attachment 2  
Proposed Fiscal Year 2016/17 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2016/17	Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
<b>Revenues:</b>									
Sales Tax Revenues	\$ 108,219,139	\$ -	\$ -	\$ -	\$ -	\$ 108,219,139	\$ -	\$ 108,219,139	
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	-	4,834,049	
Interest Income	329,206	-	2,500	3,000	-	334,706	-	334,706	
Federal/State/Regional Revenues									
Federal BART Travel Incentives Program	-	219,326	-	-	-	219,326	60,926	158,400	
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	11,530	-	-	-	11,530	(245,137)	256,667	
Federal FHWA Transit Reliability Research	-	48,500	-	-	-	48,500	-	48,500	
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	3,674,341	-	-	-	3,674,341	1,001,883	2,672,458	
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	1,206,581	-	-	-	1,206,581	(2,844,928)	4,051,509	
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	77,172	-	-	-	77,172	77,172	-	
Federal Strategic Highway Research Program	-	77,392	-	-	-	77,392	(41,069)	118,461	
Federal Surface Transportation Program 3% Revenue	-	1,385,317	-	-	-	1,385,317	-	1,385,317	
State Planning, Programming & Monitoring SB45 Funds	-	447,000	-	-	-	447,000	-	447,000	
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	476,050	-	-	-	476,050	129,805	346,245	
Regional Agency Contributions - Model Service Bureau	-	71,257	-	-	-	71,257	(43,344)	114,601	
Regional BART - Travel Incentives Program	-	30,832	-	-	-	30,832	5,832	25,000	
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	817,738	-	-	-	817,738	817,738	-	
Regional San Francisco (Planning) - Long-Range Transportation Planning Program	-	-	-	-	-	-	(660,412)	660,412	
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	-	225,000	25,000	200,000	
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	99,670	-	-	-	-	99,670	-	99,670	
Regional San Francisco (SFMTA) - Commuter Shuttle Hub Study	-	70,027	-	-	-	70,027	70,027	-	
Regional San Francisco (SFMTA) - School Transportation Survey	-	45,100	-	-	-	45,100	20,000	25,100	
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency	-	-	-	-	75,000	75,000	75,000	-	
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,500,000	1,500,000	500,000	1,000,000	
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	751,324	-	-	751,324	-	751,324	
Prior Year Program Revenue Carryover	1,344,335	12,839,638	-	-	-	14,427,622	14,427,622	-	
<b>Other Revenues</b>									
Local Match - City CarShare eFleet Carsharing Electrified	-	195	-	-	-	195	(4,138)	4,333	
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	2,000	-	2,000	
San Francisco Municipal Transportation Agency - Project Management Training	24,800	-	-	-	-	24,800	24,800	-	
Sublease of Office Space	40,212	-	-	-	-	40,212	-	40,212	
<b>Total Revenues</b>	<b>110,059,362</b>	<b>21,722,996</b>	<b>753,824</b>	<b>4,837,049</b>	<b>1,818,649</b>	<b>139,191,880</b>	<b>13,396,777</b>	<b>125,795,103</b>	

**San Francisco County Transportation Authority  
Attachment 2  
Proposed Fiscal Year 2016/17 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2016/17	Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
<b>Expenditures:</b>									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	200,000,000	-	1,158,590	6,508,249	-	-	-	207,666,839	
Technical Professional Services	1,552,335	8,497,885	-	25,000	1,048,102	-	(1,153,190)	12,276,512	
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,950,781	1,155,366	25,545	110,504	306,384	-	-	4,548,580	
Fringe Benefits	1,388,603	543,702	12,021	52,002	144,180	-	-	2,140,508	
Pay for Performance	194,965	-	-	-	-	-	-	194,965	
Non-personnel Expenditures									
Administrative Operations	2,224,663	63,807	-	54,197	118,202	-	264,289	2,196,580	
Equipment, Furniture & Fixtures	144,700	-	-	-	-	-	-	144,700	
Commissioner-Related Expenses	71,800	-	-	-	4,200	-	-	76,000	
Debt Service									
Interest and Fiscal Charges	1,326,667	-	-	-	-	-	366,667	960,000	
Prior Year Expenditure Carryover	1,891,051	13,744,369	-	-	243,649	-	15,879,069	-	
Total Expenditures	2,117,455,565	24,005,129	1,196,156	6,749,952	1,864,717	-	15,356,835	230,204,684	
<b>Other Financing Sources (Uses):</b>									
Transfers in - Prop K Match to Grant Funding	-	2,282,133	-	-	46,068	-	863,222	1,464,979	
Transfers out - Prop K Match to Grant Funding	(2,328,201)	-	-	-	-	-	(863,222)	(1,464,979)	
Revolving Credit Loan Repayment	(21,000,000)	-	-	-	-	-	-	(21,000,000)	
Draw on Revolving Credit Agreement	46,335,835	-	-	-	-	-	21,335,835	25,000,000	
Total Other Financing Sources (Uses)	23,007,634	2,282,133	-	-	46,068	-	21,335,835	4,000,000	
<b>Prior Year Expenditure Carryover</b>									
	-	-	-	-	-	-	-	-	
<b>Net Change in Fund Balance</b>	\$ (78,678,569)	\$ -	\$ (442,332)	\$ (1,912,903)	\$ -	\$ -	\$ 19,375,777	\$ (100,409,581)	
Budgetary Fund Balance, as of July 1	\$ 33,011,247	\$ -	\$ 394,366	\$ 6,977,322	\$ -	\$ -	N/A	\$ 22,749,946	
Budgetary Fund Balance, as of June 30	\$ (45,667,322)	\$ -	\$ (47,966)	\$ 5,064,419	\$ -	\$ -	N/A	\$ (77,659,635)	
Includes Sales Tax, TFCA and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency									
Fund Reserved for Program and Operating Contingency \$ 10,821,914 \$ - \$ 75,132 \$ 483,405 \$ - \$ 11,380,451									

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
1.	Bay Area Rapid Transit (BART) Travel Incentives Program	\$183,400	\$66,758	\$250,158	We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. The three-year pilot project is funded by a federal Value Pricing Program grant, BART operating revenues, and a Prop K sales tax appropriation (Resolution 16-12). Work on the evaluation phase of the project began earlier than planned. It was originally scoped that most of this work would be completed in the following fiscal year. This amendment increases Federal Revenues by \$60,926 and Regional Revenues by \$5,832. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$55,261 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Programs by \$11,497 for FY 2016/17 activity.
2.	eFleet Carsharing Electrified Project	261,000	(249,275)	11,725	We serve as a fiscal agent to support City CarShare for deploying electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations for the eFleet: Carsharing Electrified Project. The project is funded by federal Congestion Mitigation and Air Quality Improvement Program funds through the California Department of Transportation (Caltrans) and local match funds by City CarShare. We anticipate lower expenditures in FY 2016/17 due to the change in City CarShare's organizational structure that ended operation of Electric Vehicle (EV) carsharing. City CarShare formed a strategic partnership with Getaround in November 2016, and as part of the partnership, Getaround decided not to continue the EV carsharing. We are currently working with City CarShare and Caltrans to dispose the EVs in compliance with federal requirements and close out the project by the end of this fiscal year. This amendment decreases Federal Revenues by \$245,137 and Other Revenues by \$4,138. Corresponding Capital Project - Technical Professional Services Expenditures will decrease by \$249,275 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
3.	I-80/YBI Improvement Project	3,018,703	1,949,426	4,968,129	<p>We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project. In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program (HBP) and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 is approximately 97% complete. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. The proposed increase is due to 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. This amendment increases Federal Revenues by \$1,001,883, State Revenues by \$129,805 and Regional Revenues by \$817,738. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$1,949,426 for FY 2016/17 activity.</p>
4.	YBI Bridge Structures	4,051,509	(2,844,928)	1,206,581	<p>We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. In May 2015, the Transportation Authority received an additional \$5.78 million of federal HBP funds from Caltrans for the reimbursement of engineering and environmental analysis to implement the Value Engineering Analysis Alternative, which will also improve seismic performance, simplify construction efforts and minimize maintenance cost. Given the Construction Manager General Contractor (CMGC) legislation approval, which is now the project delivery method, we are not incurring as much costs at this point until we have a construction contractor onboard through the CMGC contract, anticipated to be in FY 2017/18. This amendment decreases Federal Revenues and corresponding Capital Project - Technical Professional Services Expenditures by \$2,844,928 for FY 2016/17 activity.</p>

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
5.	South of Market Freeway Ramp Intersection Safety Improvement Study	-	77,172	77,172	In March 2017, we received a federal Caltrans Planning Grant to develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. Local matching funds to the federal grant will be fulfilled by Prop K sales tax appropriation (Resolution 17-12). This amendment increases Federal Revenues by \$77,172. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$48,176 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Programs by \$28,996 for FY 2016/17 activity.
6.	Strategic Highway Research Program Transit Passenger Simulation	118,461	(41,069)	77,392	In Fall 2014, the Federal Highway Administration (FHWA) awarded the Transportation Authority (as part of a three-agency consortium) a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2016/17 is deferred to FY 2017/18 in order to focus resources through the end of this fiscal year to other grants with earlier expiration dates. This amendment decreases Federal Revenues by \$41,069. Corresponding Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$41,069 for FY 2016/17 activity.



**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
7.	Travel Demand Modeling – Assistance – Model Service Bureau	114,601	(43,344)	71,257	The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. A portion of the adopted FY 2016/17 budget included conducting travel demand forecasting analysis in support of planning efforts led by the San Francisco Municipal Transportation Agency (SFMTA) for the 6 <sup>th</sup> Street Pedestrian Safety Improvement Project. Shortly after the project started in March 2016, the Planning Commission adopted Vehicle Miles Traveled as the new transportation impact measure for the California Environmental Quality Act, replacing the previous metric: Level of Service. This allowed the project to be completed with fewer model runs than originally budgeted. This amendment decreases Regional Revenues by \$43,344. Corresponding Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$43,344 for FY 2016/17 activity.
8.	San Francisco Long-Range Transportation Planning Program (LRTPP)	969,345	(887,539)	81,806	The LRTPP is a long range, comprehensive multi-agency effort to define the desired and achievable transportation future for San Francisco. The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. Our schedule anticipates completion of an update of the SFTP by mid-2017, a vision document by late-2017, with a new SFTP in 2021. The primary consultant contract was executed through the San Francisco Planning Department instead of through Transportation Authority. In addition, contract negotiation delays also resulted in delays in schedule and associated work that was planned to be completed by staff this fiscal year. This amendment decreases Federal Revenues by \$227,127 and Regional Revenues by \$660,412. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$660,412 and Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$227,127 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
9.	Commuter Shuttle Hub Study	-	70,027	70,027	In July 2016, the SFMTA requested us to analyze and evaluate the impact of commuter shuttles on traffic congestion, neighborhood safety, the environment and public transportation, as well as explore a “hub” or potentially more efficient zone network model. In November 2016, the Transportation Authority and the SFMTA have finished analysis and presented findings from the joint-agency Commuter Shuttle Hub Study, as well as from SFMTA’s mid-year review of the current program. This amendment increases Regional Revenues by \$70,027. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$26,643 and Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$43,384 for FY 2016/17 activity.
10.	Treasure Island Mobility Management Agency (TIMMA)	1,000,000	621,068	1,621,068	On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Original estimated contributions from TIDA need to be updated to reflect the additional \$500,000 commitment from TIDA. SFMTA is also reimbursing us \$75,000 to develop a Parking Management Plan for the redevelopment of Treasure Island and Yerba Buena Island. Prop K funds appropriated through Resolution 15-13 will cover remaining project costs. This amendment increases Regional Revenues by \$575,000. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$311,102, Administrative Operating - Non-personnel Costs will increase by \$80,902 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to TIMMA Program by \$229,064 for a total increase of \$621,068 in expenditures for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
11.	Prior Year Program Revenue Carryover	-	14,427,622	14,427,622	For several projects, budgeted revenues from anticipated reimbursements were lower than projected and have deferred to the current fiscal year. On June 30, 2016, the Transportation Authority and City and County of San Francisco adopted a new revenue recognition policy and changed the measurement focus and basis of accounting period from 90 days to 60 days (i.e. any revenues collected 60 days after June 30, 2016 for FY 2015/16 services were now considered as revenue for FY 2016/17). There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for. The major projects with carryover revenues include \$1,336,462 in revenue reimbursements on the Presidio Parkway Phase I construction costs due to the delay of complete invoice submittals from Caltrans; I-80/YBI Interchange Improvement Project for \$12,174,822 due to a wet winter season and delays in tree removal and foundation construction work caused by early nesting of birds in the construction area; San Francisco LRTPP for \$258,909 due to a longer than anticipated startup and contracting process. This carryover increases revenues by \$14,427,622 for FY 2016/17.
12.	Geary Corridor Bus Rapid Transit Environmental Clearance	166,030	779,735	945,765	Through a separate request this month, the Transportation Authority is requesting \$602,254 in Prop K funds for additional unanticipated activities required to complete the environmental phase of the project. On January 5, 2017, the Transportation Authority certified the Final Environmental Impact Report (EIR), but has continued to work with the Federal Transit Administration (FTA) to address comments on an administrative draft of the Final Environmental Impact Statement. Funds will provide for additional environmental analysis in response to community input, ongoing work with FTA to complete a stand-alone EIS, and legal defense of the project's EIR. Federal Surface Transportation Program 3% funds will cover remaining project costs. This amendment increases Federal Revenues by \$177,481. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$674,717 and shifts Administrative Operating – Personnel Costs from Sales Tax Program to CMA Programs by \$105,018 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
13.	Administrative Operating Costs – Non-personnel Expenditures	2,196,580	264,289	2,460,869	Administrative Operating Costs for non-personnel expenditures also need to be updated from the original estimates contained in the adopted FY 2016/17 budget. The proposed increase includes additional annual maintenance costs and technical support services for our accounting software application, as well as consultant costs to support the development of a potential 2018 local revenue measure. This amendment increases Administrative Operating Costs – Non-personnel Expenditures by \$264,289 for FY 2016/17.
14.	Debt Service Expenditures – Interest and Fiscal Charges	960,000	366,667	1,326,667	We anticipate additional interest and fiscal charges associated with the \$46,335,835 increase of the Revolver Credit Agreement (Revolver) from \$93,644,165 to \$140,000,000. This amendment increases Debt Service Expenditures – Interest and Fiscal Charges by \$366,667 for FY 2016/17 activity. See below for more information.
15.	Draw on Revolving Credit Agreement	25,000,000	21,335,835	46,335,835	In February 2017, through Resolution 17-26, the Transportation Authority Board approved borrowing up to \$46,335,835, to a total amount not to exceed \$140,000,000, from the Revolver with State Street Public Lending Corporation. Through ongoing discussions with our sponsors (particularly SFMTA) and financial advisors, we have conducted cash flow analyses and anticipate the need to borrow \$25 million over the next few months from the Revolver and possibly up to \$46,335,835 in total over the next six-plus months to meet our financial commitments. This amendment increases the Draw on Revolving Credit Agreement by \$21,335,835 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
16.	Prior Year Expenditure Carryover	-	15,879,070	15,879,070	For several projects, budgeted expenditures from prior year were lower than anticipated and have deferred to the current fiscal year. On June 30, 2016, the Transportation Authority and City and County of San Francisco adopted a new revenue recognition policy and changed the measurement focus and basis of accounting period from 90 days to 60 days (i.e. any revenues collected 60 days after June 30, 2016 for FY 2015/16 services were now considered as revenue for FY 2016/17). There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for. The major projects with carryover expenditures include \$1,336,462 in revenue reimbursements on the Presidio Parkway Phase I construction costs due to the delay of complete invoice submittals from Caltrans; I-80/YBI Interchange Improvement Project for \$12,174,822 due to a wet winter season and delays in tree removal and foundation construction work caused by early nesting of birds in the construction area; and San Francisco LRTTP for \$258,909 due to a longer than anticipated startup and contracting process. This carryover increases expenditures by \$15,879,070 for FY 2016/17.



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RESOLUTION ALLOCATING \$193,475 IN PROP K FUNDS FOR BIKE TO WORK DAY 2017 AND THE CENTRAL RICHMOND NEIGHBORWAY PROJECT, WITH CONDITIONS, AND APPROPRIATING \$602,254 IN PROP K FUNDS FOR THE GEARY BUS RAPID TRANSIT PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received three Prop K requests totaling \$795,729, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network and Bicycle Circulation/Safety categories of the Prop K Expenditure Plan; and

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

WHEREAS, Two of the three requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, The request for Geary Bus Rapid Transit - Additional Funds requires a 5YPP amendment as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriating \$602,254 in Prop K Funds for the Geary Bus Rapid Transit Project, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution



Schedules; and

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

WHEREAS, The Citizens Advisory Committee was briefed on the 23rd Avenue Neighborway (subsequently revised and renamed the Central Richmond Neighborway) request at its February 22, 2017 meeting and was briefed on the Geary Bus Rapid Transit - Additional Funds and Bike to Work Day 2017 requests at its March 22, 2017 meeting, and unanimously adopted motions of support for the staff recommendations; and

WHEREAS, At its March 14, 2017 meeting, the Board approved an amendment to sever the request for the 23<sup>rd</sup> Avenue Neighborway project to allow additional time for Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) staff to meet with the District 1 Commissioner to address concerns raised about the project; and

WHEREAS, After consultation with the District 1 Commissioner's office, the SFMTA expanded the scope of the Central Richmond Neighborway project, increased the amount of requested funds, and revised the project title; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriates \$602,254 in Prop K funds for the Geary Bus Rapid Transit Project, 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 and appropriation of



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

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

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

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

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

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	\$ 8,957,281	82%	4%	Environmental	1, 2, 3, 5, 6
Prop K	39	SFMTA	Bike to Work Day 2017	\$ 38,475	\$ 39,675	28%	3%	Construction	Citywide
Prop K	39	SFMTA	Central Richmond Neighborway	\$ 155,000	\$ 155,000	28%	0%	Planning	1
<b>TOTAL</b>					<b>\$ 795,729</b>	<b>\$ 9,151,956</b>	<b>81%</b>	<b>4%</b>	

Footnotes

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

<sup>2</sup> Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$602,254	Requested funds will be used for additional unanticipated activities required to complete the environmental phase of the project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017.
39	SFMTA	Bike to Work Day 2017	\$38,475	Funds will be used for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. The San Francisco Bicycle Coalition (SFBC) organizes the event. In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before, during, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
39	SFMTA	Central Richmond Neighborway	\$155,000	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 (e.g. 18th Avenue, 22nd Avenue). Building on the initial work done through the District 1 Neighborhood Transportation Improvement Program (NTIP) Planning project, the Central Richmond 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. An earlier version of this request was presented to the Board at its March 14, 2017 and now has been revised to address concerns expressed by Commissioner Fewer.

<b>TOTAL</b>	<b>\$795,729</b>
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<sup>1</sup> See Attachment 1 for footnotes.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment to reprogram funds from the planning phase (completed) to the environmental phase. See attached 5YPP amendment for details.
39	SFMTA	Bike to Work Day 2017	\$ 38,475	
39	SFMTA	Central Richmond Neighborway	\$ 155,000	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, the SFMTA plans on requesting Prop K funds from the Bicycle Network Expansion and Upgrades line for the subject project only; additional projects are being funded by non-Prop K sources.
<b>TOTAL \$</b>			<b>795,729</b>	

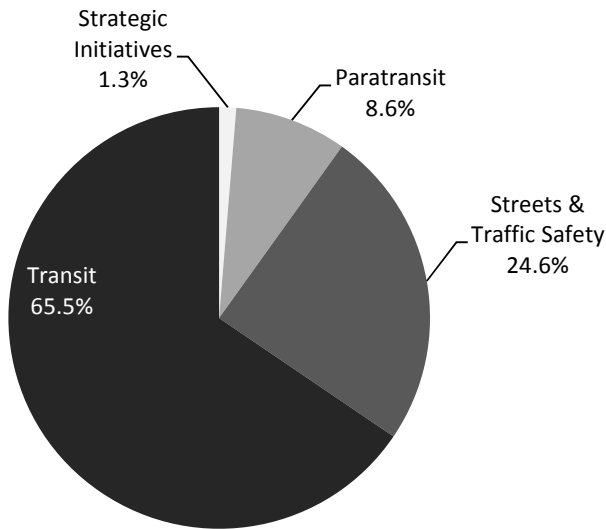
<sup>1</sup> See Attachment 1 for footnotes.

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

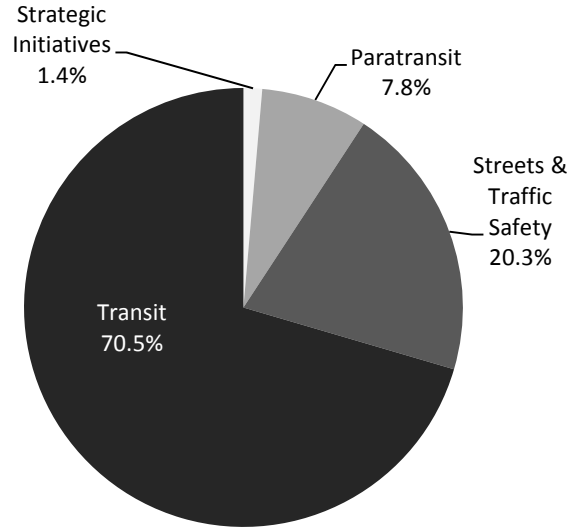
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 127,757,542	\$ 44,518,051	\$ 58,318,570	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 795,729	\$ 519,479	\$ 276,250	\$ -	\$ -	\$ -
New Total Allocations	\$ 128,553,271	\$ 45,037,530	\$ 58,594,820	\$ 24,092,816	\$ 671,807	\$ 156,298

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**



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

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**Grant Recipient:** San Francisco County Transportation Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Bus Rapid Transit/MUNI Metro Network: (EP-1)

**Prop K EP Line Number (Primary):** 1      **Current Prop K Request:** \$ 602,254

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

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

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

**Supervisorial District(s):** District 01, District 02, District 03, District 05, District 06

**REQUEST**

**Brief Project Description (type below)**

The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38R route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.

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

See attached scope of work.

**Project Location (type below)**

Geary Corridor from Transbay Terminal to 48th Avenue

**Project Phase (select dropdown below)**

Environmental Studies (PA&ED)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

**5YPP/STRATEGIC PLAN INFORMATION**

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

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

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

**Please describe and justify the necessary amendment:**

SFCTA is requesting amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram \$602,254 from the planning phase (which is complete) to the environmental phase of the subject project.

**Geary Bus Rapid Transit Project**  
**Environmental Studies and Initial Preliminary Engineering**  
**San Francisco County Transportation Authority Scope of Work Amendment**  
**March 8, 2017**

The following scope of work amendment describes revised and additional activities required to complete the environmental and initial preliminary engineering phase of the Geary Bus Rapid Transit (BRT) Project. The Transportation Authority is leading this phase of work, in close coordination with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will lead the engineering design and construction phases of the project, during which the Transportation Authority will be responsible for environmental compliance.

In May 2007, the Transportation Authority approved the Geary Corridor BRT Feasibility Study, and through Resolution 07-65 it committed \$1,183,000 in Prop K funds to the environmental and initial preliminary engineering phase of the project. The original scope of work included:

- A. Project Management and External Coordination
- B. Environmental Impact Analysis and Documentation
- C/D. Alternatives Analysis/ Initial Preliminary Engineering

In July 2015, through Resolution 16-06, the Transportation Authority approved an amended scope that added the following task:

- E. Environmental Compliance

This amendment adds scope to these existing tasks as detailed below.

### **Previous Scope Installments**

The current environmental phase budget, including environmental compliance, is \$8,355,027.

Since inception of the environmental phase, the scope of work has been amended to add work items as needs surfaced as a result of project refinement and public input, including:

- Development of improvements on Geary and O'Farrell Streets ("Inner Geary") east of Van Ness Avenue
- Analysis for the complex Fillmore and Masonic grade-separated intersections, including engineering and transportation modeling
- Additional build alternatives – Alternative 3-Consolidated and the Hybrid Alternative – that responded to previous community feedback to preserve parking
- Additional detailed technical analysis on design options responding to community concerns, and designation of the Hybrid Alternative as the Staff-Recommended Alternative



- Focused community outreach and coordination with more than 60 community groups, including with Geary merchants, transit advocacy groups, and disability advocacy groups
- In-depth inter-agency coordination to build early consensus on the project, including local stakeholder agencies and the Federal Transit Administration (FTA)

### **Progress Since July 2015**

Since the last appropriation request in 2015, the project team has made substantial progress, as follows:

Publication of the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The project team worked with FTA, through multiple administrative drafts, to release a joint draft document meeting the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) on October 2, 2015.

Draft EIS/EIR public circulation and comment period. The Draft EIS/EIR release was followed by a 59-day public comment period. The project team distributed multilingual notifications through a variety of communications channels, held a public comment meeting, and met with community groups, resulting in collection of nearly 300 comments on the Draft EIS/EIR.

Further community outreach on the Hybrid Alternative, resulting in design refinements. Following the public circulation period, the team reviewed comments submitted on the Draft EIS/EIR and met with many community groups along the corridor, with particular focus on those that had identified concerns with some aspects of the project. As a result of engaging with stakeholders, the project team analyzed and incorporated several project design refinements.

Publication and certification of the Final EIR. On December 9, 2016, the Transportation Authority published the Final EIR and distributed multilingual notifications through multiple channels. The Final EIR includes all comments received during the Draft EIS/EIR comment period and responses to those comments, as well as environmental analysis of the changes made to the project in response to public input. Although the Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both NEPA and CEQA, the federal and local agencies agreed to prepare the Final EIR separate from a Final EIS to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. At its hearing on January 5, 2017, the Transportation Authority Board voted to certify the project EIR, approve the Hybrid Alternative, and designate it the Locally Preferred Alternative (LPA).

Continued coordination with FTA to complete the Final EIS. Following EIR approval, the project team has continued to work with FTA to address comments on an administrative draft of the Final EIS.

Continued coordination with the project design team. Environmental review staff has worked closely with the SFMTA project design team to ensure all changes to the project made in response to public input during the environmental review process are reflected in design work for the project, which is proceeding in parallel with environmental approvals.

### Scope for New Requested Installment

As the project has progressed, the project team has identified additional work items necessary to complete this phase of project development, including original scope items that have been initiated but require further resources and newly identified remaining work to be done. The new requested installment represents an addition to the previous total funds as shown in Table 1 below.

Table 1. Geary BRT Environmental Phase Funding

Previous and Current Funding Requests	Amount
R07-65	\$1,183,000
R08-81	\$1,125,000
R11-32	\$1,647,515
R14-17	\$2,790,598
R15-29	\$872,859
R16-06	\$471,920
Prop K (local match to Fed. planning funds)	\$26,381
Federal planning funds (Surface Transportation Program 3%)	\$237,754
<i>All Previous Requests</i>	<i>\$8,355,027</i>
Current Funding Request	\$602,254
<i>Total</i>	<i>\$8,957,281</i>

In Table 2 and the sections below, we provide details regarding the work remaining for each task.

Table 2. Geary BRT Environmental Phase Remaining Work Items

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task A. Project Management and External Coordination		Ongoing project management Federal, state, regional agency coordination	
Task B. Environmental Impact Analysis and Documentation		Analysis and documentation of refinements to project design details based on community feedback. Additional outreach associated with potential design refinements	Produce separate Final EIR and EIS documents: <ul style="list-style-type: none"> <li>• Prepare additional documentation</li> <li>• Obtain and incorporate local agency comments on both documents</li> <li>• 5 total rounds of FTA review</li> <li>• Additional public notification for separate EIS</li> <li>• Respond to legal challenge</li> </ul>
Tasks C/D. Initial Preliminary Engineering/ Alternatives Analysis	Lead agency design transition	Refinements of project design details based on community feedback	
Task E. Environmental Compliance	Monitoring of the engineering design process for environmental compliance Reserved for supplemental environmental documentation required during the engineering design phase of project development		

The increased scope items requiring additional work and newly identified additional scope items are described below.

#### Task A. Project Management and External Coordination

- *Ongoing project management.* This task includes providing internal and external periodic project updates, managing the technical consultant and overall inter-agency project team, and other administrative project support. As the project schedule has extended, the need for ongoing management has also extended.
- *Federal, state, regional agency coordination.* Continued coordination is needed with the FTA, the State Historic Preservation Officer (SHPO), and other agencies in order to reach the Federal Record of Decision (ROD) milestone.

#### Task B. Environmental Impact Analysis and Documentation

- *Refinements analysis and outreach.* This task includes environmental analysis and documentation of known issues and refinements to project design details based on community feedback.
- *Additional outreach.* This task includes focused outreach to address community input on location-specific design details.
- *Final Environmental Document.* As noted above, the FTA and local agencies agreed to prepare the Final EIR separate from a Final EIS in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. Following approval of the EIR, the Transportation Authority and SFMTA are collaborating with FTA in the subsequent preparation of a Final EIS and ROD for the Project in compliance with NEPA. Preparing separate documents entails additional local agency review cycles and additional FTA review cycles, as well as project team work to incorporate agency comments. The process will also require additional notification activities coinciding with publication of the Final EIS.
- *Legal.* A legal challenge was filed on February 6, 2017. Staff and legal counsel will prepare the necessary documents to support response to the challenge.

#### Tasks C/D. Initial Preliminary Engineering/Alternatives Analysis

*Refinements of project design details based on community feedback.* This task provides transportation analysis and preliminary engineering design of refinements to location-specific project details based on community feedback.

### **Environmental Review Schedule**

The project team anticipates publication of the Final EIS and FTA ROD by Summer 2017. SFMTA will continue engineering design activities for the near-term Initial Construction Phase improvements and the full project in parallel with the completion of environmental review. Schedules for these activities are provided in the schedule section of this Prop K appropriation request form.

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2007	Apr-Jun	2008
Environmental Studies (PA&ED)	Jul-Sep	2011	Jul-Sep	2017
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jan-Mar	2019
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jul-Sep	2017		
Open for Use			Oct-Dec	2020
Project Completion (means last eligible expenditure)			Jan-Mar	2021

**SCHEDULE DETAILS**

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

This funding request is to complete the environmental phase of the project, which will continue to occur in parallel with SFMTA design of both the Phase 1 and Phase 2 portions of the project. The schedule shows Phase 1 and Phase 2 work combined.

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programme d	Allocated	Total
Prop K	\$ 602,254		\$ 8,117,273	\$ 8,719,527
Prop AA	\$ -	\$ -	\$ -	\$ -
Congestion Management Agency (CMA) Planning Funds	\$ -	\$ -	\$ 237,754	\$ 237,754
<b>Total:</b>	<b>\$ 602,254</b>	<b>\$ -</b>	<b>\$ 8,355,027</b>	<b>\$ 8,957,281</b>

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

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

Fund Source	Planned	Programme d	Allocated	Total
Prop K				\$ -
Prop AA				\$ -
				\$ -
				\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 780,000	\$ -		Actual costs
Environmental Studies (PA&ED)	\$ 8,957,281	\$ 602,254		Actual costs and cost to complete
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 42,064,642	\$ -	\$ -	Actual costs and SFMTA estimate based on previous projects.
Construction (CON)	\$ 248,198,077	\$ -	\$ -	SFMTA estimate based on previous projects.
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 300,000,000</b>	<b>\$ 602,254</b>	<b>\$ -</b>	

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

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

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

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

<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ 452,254	\$ 150,000	\$ -	\$ -	\$ -	\$ 602,254
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Geary Bus Rapid Transit Funding Plan  
March 2017

Near-Term Improvements <sup>1</sup>	Project Phases <sup>2</sup>							TOTAL	
	Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON		Total by Status
Transit Performance Initiative - Investment	Federal, State	Local	Allocated						
			Programmed					\$9,600,000	\$9,600,000
			Planned						
General Fund	Local	Allocated					\$360,300	\$360,300	
		Programmed					\$3,286,948	\$3,286,948	
		Planned							
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500			\$1,606,500	
		Programmed				\$11,692,500		\$11,692,500	
		Planned							
Prop AA Vehicle Registration Fee	Local	Allocated							
		Programmed				\$2,064,919		\$2,064,919	
		Planned				\$2,397,129		\$2,397,129	
Prop K Sales Tax <sup>4</sup>	Local	Allocated				\$1,978,946		\$1,978,946	
		Programmed				\$4,874,158		\$4,874,158	
		Planned							
SFMTA Revenue Bond Series 2014	Local	Allocated					\$700,000	\$700,000	
		Programmed							
		Planned							
SF PUC	Local	Allocated							
		Programmed							
		Planned							
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated				\$2,600,000	\$23,400,000	\$26,000,000	
		Programmed				\$94,600		\$94,600	
		Planned							
<b>Total Phase 1</b>	<b>Total</b>	<b>Allocated</b>				\$3,680,046	\$1,060,300	\$4,740,346	
		<b>Programmed</b>				\$28,231,577	\$28,231,577	\$28,231,577	
		<b>Planned</b>				\$2,600,000	\$29,084,077	\$31,684,077	
					\$6,280,046	\$58,375,954	\$64,656,000		



Geary Bus Rapid Transit Funding Plan  
March 2017

Full BRT (Remainder of Project) <sup>1</sup>		Project Phases <sup>2</sup>					
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON	TOTAL
FTA 5309 Small Starts <sup>5</sup>	Federal	Allocated					
		Programmed					
		Planned			\$100,000,000		\$100,000,000
Congestion Management Agency Planning Funds	Federal	Allocated		\$237,754			\$237,754
		Programmed					
		Planned					
Prop K Sales Tax <sup>4</sup>	Local	Allocated	\$780,000	\$8,117,273	\$6,319,470		\$15,216,743
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447
		Planned		\$602,254			\$602,254
TBD <sup>6</sup>	TBD	Allocated					
		Programmed					
		Planned			\$15,931,629	\$75,203,173	\$91,134,802
Total Phase 2	Total	Allocated	\$780,000	\$8,355,027	\$6,319,470		\$15,454,497
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447
		Planned		\$602,254	\$15,931,629	\$175,203,173	\$191,737,056
			\$780,000	\$8,957,281	\$35,784,596	\$189,822,123	\$235,344,000

<sup>1</sup> The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

<sup>2</sup> Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

<sup>3</sup> Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

<sup>4</sup> Resolution 15-29 reserves \$10 million from current Prop K Geary BRT funding for design/construction of the Near-Term Improvements and reserves all the remaining Prop K funds currently programmed to the Full BRT package.

<sup>5</sup> The Geary BRT project team plans to apply for Small Starts funds in 2017. Small Starts projects must be seeking no more than \$100 million.

<sup>6</sup> Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, new bridge tolls, new regional gas tax, other state or federal discretionary funds, or the Mayor's 2030 Transportation Task Force package (e.g. additional sales tax, vehicle license fees). The Task Force identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in its investment plan.

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

Project Name: Geary Bus Rapid Transit - Additional Funds

MAJOR LINE ITEM BUDGET

TASKS

- A - Project Management and External Coordination
- B - Environmental Impact Analysis and Documentation
- C/D - Alternatives Analysis/Advanced Conceptual Engineering
- E - Environmental Compliance

ENVIRONMENTAL PHASE BUDGET SUMMARY

	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D E			
Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 806,733	11%	\$ 8,355,027
Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ 28,000	5%	\$ 602,254
<b>Total with This Request</b>	<b>\$ 1,000,129</b>	<b>\$ 4,874,512</b>	<b>\$ 2,153,272</b>	<b>\$ 834,733</b>	<b>10%</b>	<b>\$ 8,957,281</b>

EXISTING BUDGET SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D E			
Transportation Authority	\$ 345,346	\$ 525,153	\$ 386,099	\$ 393,288	30%	\$ 1,695,725
SFMTA	\$ 19,598	\$ 419,706	\$ 505,556	\$ -	0%	\$ 944,860
Legal/Other Consultants	\$ 197,689	\$ 731,176	\$ 199,435	\$ 85,907	8%	\$ 1,214,207
Technical Consultants	\$ 363,696	\$ 2,816,510	\$ 943,695	\$ 327,538	8%	\$ 4,500,234
<b>Total - Existing Budget</b>	<b>\$ 926,329</b>	<b>\$ 4,492,545</b>	<b>\$ 2,034,786</b>	<b>\$ 806,733</b>	<b>11%</b>	<b>\$ 8,355,027</b>

CURRENT REQUEST SUMMARY

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D E			
Transportation Authority	\$ 73,800	\$ 100,967	\$ 98,487	\$ 28,000	10%	\$ 301,254
Legal/Other Consultants	\$ -	\$ 150,000	\$ -	\$ -	0%	\$ 150,000
Technical Consultants	\$ -	\$ 131,000	\$ 20,000	\$ -	0%	\$ 151,000
<b>Total - Current Request</b>	<b>\$ 73,800</b>	<b>\$ 381,967</b>	<b>\$ 118,487</b>	<b>\$ 28,000</b>	<b>5%</b>	<b>\$ 602,254</b>

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

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

Last Updated: 3/8/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 602,254	Environmental Studies (PA&ED)
	<b>Total:</b>	<b>\$ 602,254</b>	

Total Prop K Funds: \$ 602,254 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 03/31/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

**Deliverables:**

- Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed deliverables by task. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan.

**Special Conditions:**

- The recommended allocation is contingent upon concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment. See attached 5YPP amendment for details.

**Notes:**

- Deliverables may be submitted via the project-wide reporting on the SFCTA's online Portal.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	2.65%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project CP  
Reviewer: \_\_\_\_\_

**SGA PROJECT NUMBER**

Sponsor: San Francisco County Transportation Authority  
 SGA Project Number: 101-xxxx Name: Geary Bus Rapid Transit - Additional Funds  
 Phase: Environmental Studies (PA&ED) Fund Share: 97.35%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$452,254	\$150,000				<b>\$602,254</b>

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 602,254

Current Prop AA Request: \$ -

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

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

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

**Project Manager**

**Grants Section Contact**

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Anna LaForte

Title: Senior Transportation Planner

Deputy Director, Policy & Programming

Phone: 415-522-4836

415-522-4805

Email: [colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)

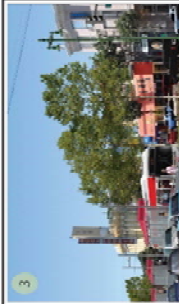
[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

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

Geary Bus Rapid Transit

SEGMENT DESCRIPTIONS  
 ARE KEYED TO THE MAP

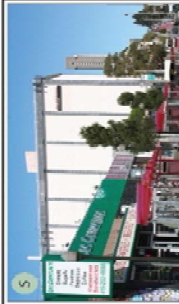
**1** 48th Ave to 35th Ave:  
 No Bus Treatments  
 Treatments not needed, given the low levels of traffic congestion and transit ridership.



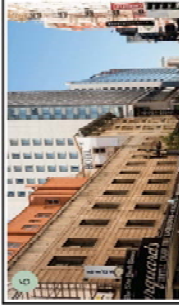
**2** 35th Ave to 27th Ave:  
 Side Bus Lanes  
 Balances benefits with costs given lower levels of transit and congestion by providing bus improvements at lower cost.



**3** 27th Ave to 27th Ave:  
 Center Bus Lanes  
 Consolidated Local-BRT Stops  
 Provides 30% travel time savings and high reliability with separation from parking, loading, and unloading traffic. Improves travel for both local and BRT riders. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides periodic crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.



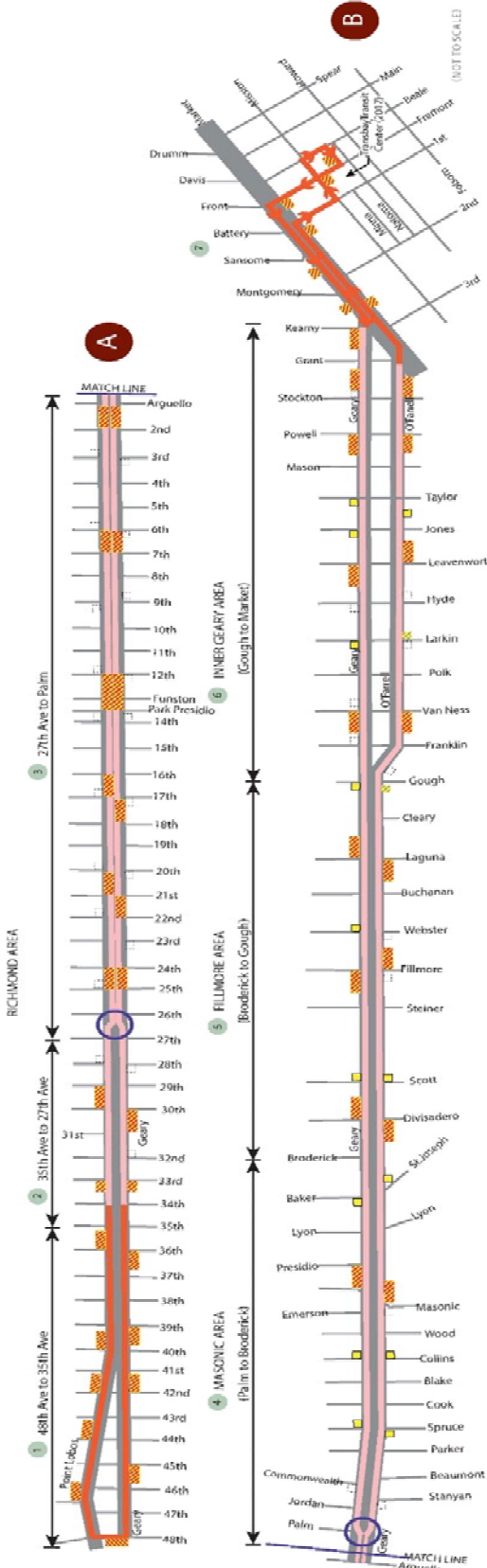
**4** Palm to Bowditch (including Masonic):  
 Side Bus Lanes  
 Enables bus improvements while balancing the need for pedestrian access, security and safety, ease of transfers (surface stop). Provides smooth, unobstructed intersections, including one block with a new bike lane, and accommodates high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.



**5** Bowditch to Gough (including Filmore):  
 Side Bus Lanes  
 Enables bus improvements while planning continues for future Filmore fill project to minimize current investment in favor of potential future growth and center bus lanes. Also includes removal of pedestrian bridges at Steiner and Webster to improve bus flows, and restore and improve street-level crossings.



**6** Market to Transit Center:  
 Transit Center  
 Related Projects  
 Transit improvements such as dedicated bus lanes here will be made by other projects, including the Baker Market Street project and the Transit Center District Center project.



**LEGEND**

- BRT ROUTE (SOLID OR DASHED)
- PROPOSED OR EXISTING BRT ONLY LANE
- PROPOSED BRT LOCAL STOP
- PROPOSED LOCAL STOP (NEW OR RELOCATED)
- LOCAL STOP
- TRANSITION STOP REMOVAL (DASHED)
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS



**Summary of Key Benefits and Trade-Offs**

**TRANSIT TIME AND RELIABILITY**  
 Staff recommended Alternative provides 24% travel time savings corridor-wide and 26% more reliable service.

**RIDERSHIP**  
 Geary BRT service is expected to increase ridership by nearly 20% by improving travel time, frequency, and reliability for thousands more daily riders with additional capacity.

**PEDESTRIAN ACCESS AND SAFETY**  
 Improving the safety of walking to bus stops and other destinations on the Geary corridor is a key component of the project; enhancements include efforts to locate stops near key destinations, reopen closed crossings, new corner bulbs to shorten crossing distances, and improved traffic signals and crosswalk striping.

**PARKING ALONG THE CORRIDOR**  
 Staff recommended Alternative minimizes on-street parking space loss by incorporating several design elements, including a center-turning transit lane configuration in the Richmond section of the corridor and converting parallel parking to diagonal parking on certain blocks in the Japantown and Fillmore districts.

**5-Year Project List (FY 2014/15 – FY 2018/19)  
 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)  
 Programming and Allocations to Date  
 Pending April 25, 2017 Board**

Agency	Project Name	Phase	Status	Fiscal Year				Total		
				2014/15	2015/16	2016/17	2017/18		2018/19	
<b>Transit Rapid Network - Bus Rapid Transit</b>										
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	\$1,594,280				\$1,594,280		
SFMTA	Van Ness Improvement <sup>2,4</sup>	CON	Allocated			\$21,541,930		\$21,541,930		
SFMTA	Geary Bus Rapid Transit <sup>1,2,3,6</sup>	PLAN/ CER	Programmed	\$7,154,551				\$7,154,551		
SFMTA	Geary Bus Rapid Transit <sup>1</sup>	PA&ED	Allocated	\$872,859				\$872,859		
SFCTA	Geary Bus Rapid Transit <sup>3</sup>	PA&ED	Appropriated		\$471,920			\$471,920		
SFMTA	Geary Bus Rapid Transit <sup>3</sup>	PS&E	Allocated		\$8,298,416			\$8,298,416		
SFMTA	Geary Bus Rapid Transit - Additional Funds <sup>6</sup>	PA&ED	Pending			\$602,254		\$602,254		
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000			\$14,500,000		
SFMTA	Geary Bus Rapid Transit <sup>2,3</sup>	CON	Programmed				\$8,718,054	\$8,718,054		
SFMTA	Geneva-Harney BRT <sup>5</sup>	PA&ED	Allocated			\$540,000		\$540,000		
<b>Transit Rapid Network - Transit Effectiveness and Performance Initiatives</b>										
SFMTA	Muni Forward Implementation of TEP <sup>5</sup>	PLAN/ CER	Programmed	\$585,000				\$585,000		
SFMTA	Muni Forward Implementation of TEP	PLAN/ CER	Programmed			\$2,754,000		\$2,754,000		
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$271,500			\$271,500		
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$271,500		\$271,500		
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$300,000			\$300,000		
				<b>Programmed in 5YPP</b>	\$10,206,690	\$23,841,836	\$25,709,684	\$8,718,054	\$68,476,264	
				<b>Total Allocated and Pending in 5YPP</b>	\$2,467,139	\$8,770,336	\$22,684,184	\$0	\$33,921,659	
				<b>Total Deobligated in 5YPP</b>	\$0	\$0	\$0	\$0	\$0	
				<b>Total Unallocated in 5YPP</b>	\$7,739,551	\$15,071,500	\$3,025,500	\$8,718,054	\$34,554,605	
				<b>Total Programmed in 2014 Strategic Plan Deobligated from Prior 5YPP Cycles **</b>	\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$68,376,264	
				<b>Cumulative Remaining Programming Capacity</b>	\$435,717	\$29,208,955	\$6,524,771	\$335,717	\$435,717	
				** Deobligated from prior 5YPP cycles* includes deobligations from allocations approved prior to the current 5YPP period.					\$335,717	\$335,717

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101-910051)  
 Reprogram \$872,859 from the planning phase to the environmental review phase.  
 Resolution 15-29 reserves \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.
- <sup>2</sup> 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)  
 Reprogram \$6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.
- <sup>3</sup> 5YPP Amendment to Geary BRT project (Resolution 16-06, Project 101-907052-4)  
 Reprogram \$471,920 from planning phase to the environmental review phase.  
 Reprogram \$8,298,416 from planning phase to the final design phase for two allocations: \$1,978,946 to Phase 1 Near Term and \$6,319,470 for Phase 2 Full BRT.
- <sup>4</sup> Van Ness Improvement (renamed from Van Ness BRT): \$21,541,930 programmed in FY 15/16 was allocated in FY 16/17 (Resolution 17-002, Project 101-910055)  
 Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.  
 Geneva-Harney BRT: Added project with \$540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.
- <sup>5</sup> 5YPP Amendment to add Geneva-Harney BRT Environmental Phase (Resolution 17-16, Project 101-910056)  
 Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.  
 Muni Forward Implementation of TEP: Reduced by \$540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.
- <sup>6</sup> 5YPP Amendment to Geary BRT - Additional Funds project (Resolution 17-XX, Project XXX-XXXXXX)  
 Reprogram \$602,254 from planning phase to the environmental review phase.



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

FY of Allocation Action: 2016/17

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bicycle Circulation/Safety: (EP-39)

Prop K EP Line Number (Primary): 39

Current Prop K Request: \$38,475

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

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Bike to Work Day is an annual event that promotes cycling as a viable option for commuting to work or school. Prop K funds will be used for promotion of Bike to Work Day, as well as event-day services like energizer stations with educational materials and activities.

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

Please see attached scope.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached?  No

Other Items Attached?  Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 38,475 Prop AA Strategic Plan Amount: \_\_\_\_\_

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**Scope**

Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work or school. BTWD is a nationwide event, but is sponsored locally by public agencies and private advocacy groups. This year, San Francisco's BTWD event will be held on May 11, 2017. BTWD is a highly popular and publicized event with a steadily increasing participation rate.

The San Francisco Municipal Transportation Agency (SFMTA) and SFCTA will be the primary sponsors of the 2017 BTWD event. As identified in the 5YPP, the SFMTA will use Prop K funds to cover the costs associated with the sponsorship of the 2017 BTWD event. The San Francisco Bicycle Coalition (SFBC) will be the recipient of this funding and will be responsible for applying it toward the design, printing and distribution of promotional materials; event-day services like energizer station pop-ups, where BTWD participants can receive refreshments, prizes, bicycle safety education/information or basic repairs; and transit vehicle and shelter advertisements.

**Benefits**

BTWD, perhaps the most widely celebrated and best promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that make the most efficient use of both scarce natural resources and the existing transportation system.

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. In 2011, the Alameda County Transportation Commission (ACTC) completed a two-year study evaluating the impact of BTWD participation on bicycle commuting within Alameda County. Twenty-seven percent of those surveyed stated that they rode their bicycles more often than before BTWD. A survey conducted in June and July of 2010 of registered BTWD participants across the Bay Area found that 14% of respondents started biking because of the 2010 BTWD, and 20% of respondents reported that they started biking because of a previous BTWD.

In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years (although counts unsurprisingly peak on BTWD).

**Public Engagement**

The SFMTA will coordinate with the SFBC to promote BTWD prior to and on the day of the event. Event promotion and outreach for the broadest public audience feasible will be accomplished through broadcast, print, and outdoor media and will include the design, printing, and distribution of

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

promotional posters in English, Spanish, and Chinese. Event-day public engagement will occur at the aforementioned energizer stations, which will be strategically and equitably distributed through San Francisco, including in underserved communities and along high volume bicycle routes. The SFMTA and SFBC are committed to fostering a well-publicized and well-attended event that encourages newer cyclists to engage in bicycle commuting and supports longer-term cyclists in sustaining their commute habits.

**Project Evaluation**

The SFMTA will collect data from bicycle counters located throughout San Francisco prior to, on the day of, and after BTWD 2017. The SFMTA will use this data to assess participation in BTWD in 2017 and compare 2017 participation rates to previous BTWD events.

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

**Project Name:** Bike to Work Day 2017

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** N/A

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE DETAILS**

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

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

**Project Name:** Bike to Work Day 2017

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
<b>Total:</b>	<b>\$ -</b>	<b>\$ 38,475</b>	<b>\$ 1,200</b>	<b>\$ 39,675</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
<b>Total:</b>	<b>\$ -</b>	<b>\$ 38,475</b>	<b>\$ 1,200</b>	<b>\$ 39,675</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 39,675	\$ 38,475	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 39,675</b>	<b>\$ 38,475</b>	<b>\$ -</b>	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 38,475	\$ -	\$ -	\$ -	\$ -	\$ 38,475

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY		
Agency	Task 1 - Bike to Work Day Sponsorship	Total
SFMTA	\$ 1,200	\$ 1,200
Sponsorship Amount*	\$ 38,475	\$ 38,475
<b>Total</b>	<b>\$ 39,675</b>	<b>\$ 39,675</b>

\*Sponsored activities include:

- Design, printing and distribution of promotional materials
- Event-day services like energizer station pop-ups, where BTWD participants can receive bicycle safety education and information, basic repairs, incentive prizes, and refreshments.
- Transit vehicle and shelter advertisements

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 2/28/2017      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Bike to Work Day 2017

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

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>		Prop K Allocation	\$ 38,475	Construction (CON)
		<b>Total:</b>	<b>\$ 38,475</b>	

**Total Prop K Funds:** \$ 38,475      **Total Prop AA Funds:** \$ -

**Fund Expiration Date:** 12/31/2017      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

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

Trigger:

**Deliverables:**

1. Provide electronic copies of 2017 BTWD materials produced, an evaluation report on BTWD ridership (e.g., pre-, day-of, and post-BTWD counts), and 2 to 3 digital photos of BTWD events.
2.
3.
4.

**Special Conditions:**

1.
2.
3.

**Notes:**

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.
2.

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 2/28/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Bike to Work Day 2017

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

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	3.02%	No Prop AA
Actual Leveraging - This Project	3.02%	No Prop AA

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco Municipal Transportation Agency - DPT  
**SGA Project Number:** 139-9xxxxx      **Name:** Bike to Work Day 2017

**Phase:** Construction (CON)      **Fund Share:** 96.98%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$38,475					\$38,475



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

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

**Current Prop K Request:** \$ 38,475

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

**Project Name:** Bike to Work Day 2017

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

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Juliet Wilson

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

FY of Allocation Action: 2016/17

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bicycle Circulation/Safety: (EP-39)

Prop K EP Line Number (Primary): 39 Current Prop K Request: \$ 155,000

Supervisorial District(s): District 01

REQUEST

Brief Project Description (type below)

Conduct planning and public outreach for traffic calming, bicycle and pedestrian safety improvements on 23rd Avenue from Lake Street to Golden Gate Park and parallel or intersecting streets (eg. 18th, 22nd). The SFMTA will investigate creating a neighborway street by reducing vehicular traffic and vehicle speeds and giving priority to bicycles and pedestrians over motor vehicle traffic. Builds on early planning work done through the Neighborhood Transportation Improvement Program (NTIP) Planning project to improve bicycle and pedestrian access to Golden Gate Park and the Presidio.

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

See attached Word document.

Project Location (type below)

23rd Avenue from Lake Street to Fulton Street, as well as parallel routes or intersecting streets.

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Project Drawn From Placeholder

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

Prop K 5YPP Amount: \$ 450,500

## CENTRAL RICHMOND NEIGHBORWAY

### 1. PROJECT DESCRIPTION

#### 1.1. Project Overview

##### BACKGROUND

The Central Richmond Neighborhood is roughly bound by 32nd Avenue to the west, Park Presidio Boulevard to the East, Golden Gate Park to the south, and the Presidio and Lake Street to the north. For people on bikes in the Central Richmond, 15<sup>th</sup> and 23<sup>rd</sup> Avenues currently serve as the designated north-south neighborhood connection routes between the Presidio and Golden Gate Park. In the east-west direction, bike lanes on Cabrillo Street and Lake Street are the main routes for people on bikes. For people walking across Fulton Street to and from Golden Gate Park, 18<sup>th</sup> Avenue, 22<sup>nd</sup> Avenue, and 25<sup>th</sup> Avenue allow people to cross at a traffic signal.

##### PROJECT LOCATION:

This Project will evaluate the current north-south bike route on 23<sup>rd</sup> Avenue while also investigating parallel or intersecting streets for possible safety improvements or route changes. Although 23<sup>rd</sup> Avenue is the designated bike route through the Central Richmond, the eventual bikeway may include improvements on adjacent or surrounding streets or intersections in addition to or instead of 23<sup>rd</sup> Avenue. This Project will also investigate pedestrian safety concerns on 18<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue to ensure that people on foot have a safe connection into Golden Gate Park and to other neighborhood destinations.

The 23<sup>rd</sup> Avenue Corridor was identified by the SF Bicycle Strategy as a high-priority route for bicycle facility upgrades and is identified as a Green Connection by the SF Planning Department.

##### PROJECT SUMMARY:

In March of 2015, the SFMTA received a grant of District 1 NTIP Planning funds to conduct a planning and public outreach process to evaluate safety improvements for people biking and walking to Golden Gate Park from District 1. The majority of this funding went to plan and implement bicycle safety improvements on Arguello Boulevard. Approximately \$10,000 of the total \$100,000 of funding went to predevelopment activities to collect data and observations regarding people biking on the 23<sup>rd</sup> Avenue bike route. These activities included site visits, data collection, internal stakeholder meetings, and initial design discussions. This past work forms the foundation for the Central Richmond Neighborway Project.

This planning process will conduct design, outreach, environmental review, and legislation for improvements to bicycle and pedestrian safety along the 23<sup>rd</sup> Avenue Corridor and surrounding streets – including 18<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue. Due to the residential nature of the neighborhood, the relatively narrow street widths, and the overall character of the north-south roadways in the Central Richmond, this project will investigate traffic-calming treatments aimed at creating a *neighborway*. A neighborway is defined as a residential street with low volumes of auto traffic and low vehicle speeds where bicycles and pedestrians are given priority over motor vehicle traffic (especially “cut-through” traffic). Residents of neighborway streets benefit from reduced vehicular traffic on their street and lower vehicle speeds, while commuters and people who walk or bike to Golden Gate Park or the Presidio will benefit by having a calm, slow-traffic street on which to walk or bike to their destination.

Neighborway streets are created using traffic calming measures, traffic diversion measures, signage, landscaping, and paint treatments. These treatments have gained widespread popularity and have been shown to improve safety in cities like Portland, Seattle, Berkeley, and Sacramento, where they are often called “bike boulevards” or “neighborhood greenways.” Portland, Oregon defines a neighborhood greenway as having traffic volumes of 2,000 cars per day or less and 85th percentile speeds of 20mph or less.

PROJECT GOALS:

The SFMTA's vision for Central Richmond Neighborway project is to create a safe and pleasant route for people in the neighborhood to walk or bike to neighborhood destinations and nearby parks.

To accomplish this, the SFMTA proposes the following project goals:

- Create a north-south bicycle route where bicycle traffic is prioritized over motor vehicle traffic.
- Improve safety for people walking into Golden Gate Park and to neighborhood destinations
- Minimize congestion from motor vehicles and manage vehicle travel patterns through residential streets

PROJECT OUTREACH SCOPE:

This project will conduct public outreach in the form of online surveys, stakeholder interviews, and up to four public meetings. Public input will be central in the decision-making process, from determining the toolbox of traffic calming measures to establishing a consensus on the routes chosen for bicycle and pedestrian improvements. The goal of the public outreach process will be to establish community consensus on a preferred neighborway design and to adequately inform the community of the project goals, project necessity, and the expected outcomes of improvements.

Our first public meetings will consist of two "pop-up" table events in or near the project area. At these events, the SFMTA will inform residents and other stakeholders about the project, explain the neighborway concept, and gather feedback on the nature and location of safety issues in the neighborhood. We will subsequently hold one to two additional open house style meetings to solicit additional feedback and refine our designs for the project.

In addition to engaging with the general public, we will also meet with schools and other neighborhood institutions in the neighborhood to inform them about the project and hear any issues they have surrounding loading, safety, etc., and to garner support for the neighborway project.

**1.2. Project Justification**

The 23rd Avenue corridor was identified by the SF Bicycle Strategy as a high-priority route for bicycle facility upgrades. 23<sup>rd</sup> Avenue was also identified as a Green Connection by the SF Planning Department. The 2017-2021 CIP process identified 23<sup>rd</sup> Avenue as a priority project to establish a neighborway network in the Richmond to promote safe access to Golden Gate Park and the Presidio. Initial stakeholder meetings also highlighted the importance of safe pedestrian access to Golden Gate Park via 18<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue.

**1.3. Neighborway Definition/Toolkit:**

This project will investigate traffic calming treatments aimed at creating a low-speed, low-vehicle-volume street that improves safety for people biking and walking from the Central Richmond into Golden Gate Park and The Presidio. The standard SFMTA traffic calming toolkit contains elements like speed humps, speed cushions, traffic diverters, chicanes, bulbouts, raised crosswalks, and other devices meant to slow and calm the flow of motor vehicle traffic while prioritizing people walking and riding bikes. The community outreach process will further define the "toolkit" for this project and will determine where exactly the project team will focus investment and resources.

**2. PROJECT SCHEDULE AND FUNDING**SCHEDULE AND MAJOR DELIVERABLES

This project will include the Planning, Outreach, Conceptual Design, Environmental Review, and Legislation of the proposed improvements to the Central Richmond project area. A rough schedule for the project is outlined in the table below:

#	Task	Schedule (2017-2018)
1	Project Initiation and Management	Duration of project
2	Data Collection/Project Development	April 2017 – July 2017
3	Targeted Stakeholder Outreach and Interviews	May 2017 - November 2017
4	Website, Survey	May 2017 – June 2017
5	Pop-Up Table Event #1 and #2	June 2017 – August 2017
6	Conceptual Design	August 2017 – November 2017
7	Open House Meeting(s)	November 2017 – January 2018
8	Final Conceptual Design	December 2017 – March 2018
9	Legislation (Prestaff – MTAB)	February 2018 – July 2018
Future	Apply for Detailed Design and Construction Funding	April 2018
Future	Construction	TBD 2018

Please see Section 3 – Project Scope/Work Plan for a detailed description of all phases. The major deliverable for the project will be a final MTA Board-approved design for improvements to the Central Richmond project area that meet the above-stated project goals.

#### Funding by Phase

Phase	Schedule	# Months	Budget Amount	Funding Source(s)
Predevelopment	Jul-Sep 15	3	\$15,000	Prop K NTIP Planning (2015)
Preliminary Engineering	Apr 17 - Jul 18	15	\$155,000	<b>Prop K (Current Request)</b>
Detailed Design	TBD		\$79,904	TBD
Construction	TBD		\$267,180	TBD
<b>Total Project Cost</b>			<b>\$517,084</b>	

### 3. PROJECT SCOPE/WORK PLAN

The following section lists out the separate phases of this project and the schedule and key deliverable for each:

1. **Project Initiation and Management:** The project team will finalize the Project Scope, Project Charter, and Public Outreach Plan, and conduct monthly administrative tasks including project reporting.
  - a. Schedule: April 2017 – July 2017, and monthly
2. **Data Collection/Project Development:** The project team will evaluate bicycle, pedestrian, and vehicle travel patterns in the Central Richmond by conducting site visits and collecting counts and speeds at key locations.
  - a. Schedule: April 2017 – July 2017 (ongoing)
3. **Targeted Stakeholder Outreach and Interviews:** Interview stakeholders to define project goals and refine strategy for project outreach and community planning. These interviews will gather information including an overview of the project and issues, recommendations for other groups/people to contact, expectations around decision-making mechanisms, and methods to reach the target community.
  - a. Schedule: May 2017 – November 2017
4. **Website and Survey:** The project team will launch the website for the project, with a link to an online survey where neighborhood residents can expand upon the base of knowledge collected through the stakeholder interview process.

- a. Schedule: May 2017 – June 2017
5. **Pop-Up Table Events**: The SFMTA will send out a mailer to notify residents of the upcoming project and to invite them to our Pop-Up Table Events, expected in August 2017. SFMTA staff will hold these events at a location central to the neighborhood on a weeknight evening. The main goal of these meetings will be to establish a consensus within the community on project goals and to gather input on particular areas of concern that merit further analysis. These meetings will establish boundaries of what is on the table, what will not be covered by this project, and will present a toolbox of “neighborhood greenway” traffic calming measures that the city can feasibly construct to meet the project goals.
  - a. Schedule: August 2017 (30-day notice of meeting for mailer/invite)
6. **Conceptual Design**: Based on the goals, locations, and issues discussed at the Pop-Up Table events, the project team will apply the neighborhood toolkit traffic calming improvements to suggested locations and develop several alternative designs for the corridor. These alternatives will be further refined through an additional community meeting (see task #7, below), as well as through internal SFMTA engineering review.
  - a. Schedule: August 2017 – November 2017
7. **Open House Meeting**: The project team will send out an invitation to a Community Open House Event to discuss conceptual design alternatives that were informed by the Pop-Up Table Event. This meeting will be scheduled after the project team has conducted internal feasibility review as part of Task 6 – Conceptual Design. The main goal of this meeting is to reach a community consensus on a preferred design for a neighborhood corridor through the Central Richmond.
  - a. Schedule: December 2017
  - b. Deliverable: Outreach Meeting Summary
8. **Final Conceptual Design**: Based on the outcome of the Open House Meeting, the project team will develop a final preferred alternative design and a narrative that explains how the design meets the needs of the community and satisfies the goals of the project. If needed, the project team will conduct one further public outreach meeting to notify the community of any major changes from the Open House Meeting. At minimum, the project team will notify the community by email or mail of the date for the public hearing for the project and include a brief project summary and note of any recent design changes.
  - a. Schedule: December 2017 – March 2018
  - b. Deliverable: Final Conceptual Design Drawings
9. **Environmental Review**: Project team will work with the SSD Environmental Review Team to pursue CEQA clearance and coordinate review with the Planning Department.
  - a. Schedule: March 2018 – April 2018
10. **Legislation**: SFMTA staff will move the final conceptual design through the MTA legislation process, culminating in a Public Hearing and MTA Board Hearing on the matter.
  - a. Schedule: February 2018 – July 2018
  - b. Deliverable: MTA Board Resolution – Project Approval
11. **Apply for Detailed Design and Construction funding**: Project team staff will create a cost estimate and apply for funding to complete the project
  - a. Schedule: April 2018
12. **Detailed Design**: TBD
13. **Construction**: TBD

## BENEFITS

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety:** Create a safer transportation experience for everyone.

SFMTA staff will review collision patterns and propose improvements to address bicycle and pedestrian safety along 23<sup>rd</sup> Avenue and surrounding streets, specifically prioritizing bicycle and pedestrian access to Golden Gate Park and the Presidio.

2. **Travel Choices:** Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel.

Recommended improvements will make it safer and more comfortable to walk or ride a bike in District 1.

3. **Livability:** Improve the environment and quality of life in San Francisco.

This project will improve access to recreational opportunities in Golden Gate Park and the Presidio.



Table 3 - Prioritization Criteria and Scoring Table  
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging		
<b>Total Possible Score</b>	4	3	3	3	3	2	2	20	
Bicycle Safety, Education and Outreach									
Bike To Work Day Promotion	4	1	0	0	0	1	0	6	
Bike Promotion	4	1	0	0	0	1	0	7	
Bicycle Safety, Education & Outreach (e.g., Classes)	4	2	0	0	0	2	0	10	
<b>Total Possible Score</b>	4	3	3	3	3	2	2	20	
System Performance and Innovation									
Bicycle Counters & Barometers	4	1	0	0	1	2	0	8	
Market Street Green Bike Lanes and Raised Cycletrack	4	2	0	0	2	2	2	14	
Innovative Treatments									
Spot Improvements									
Bicycle Network Expansion and Upgrades									
Bicycle Network Expansion and Upgrades									
Central Richmond Neighborway	4	2	0	2	2	2	0	12	
Second Street Vision Zero Improvements	4	3	2	2	3	2	2	19	
Sharrows	4	2	0	0	2	1	0	11	
Western Addition Bikeway [NTIP]	3	1	0	2	1	2	1	10	
Embarcadero Bike Lane/Enhancement [NTIP]	4	2	0	3	3	2	2	16	
Second Street Streetscape Improvement (OneBayArea Grant match)	4	3	2	2	3	2	2	19	
Twin Peaks Connectivity	4	0	3	1	3	0	1	12	
NTIP Placeholder									
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	4	3	0	3	2	0	0	12	
Transit Access									
4th and King Bike Station Rehab	4	2	0	1	1	2	0	10	
Caltrain Bike Facility Improvements									
16th/Mission Bike Station [NTIP]	4	2	0	1	1	2	2	12	
24th/Mission Bike Station [NTIP]	4	2	0	1	1	2	2	12	
Glen Park Bike Station	4	2	0	1	1	2	2	12	

**Table 3 - Prioritization Criteria and Scoring Table  
Bicycle Circulation and Safety (EP 39)**

**Prioritization Criteria Definitions:**

**Project Readiness:** Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

**Community Support:** Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

**Time Sensitive Urgency:** Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g., minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

**Safety:** (One point for each): Addresses documented safety issue; reduces potential conflicts between modes; and increases security.

**Provides Benefits to Multiple Users:** Projects receives one point each for addressing the needs of pedestrians, motorists, and/or transit users.

**Focus on Community of Concern:** Project includes specific focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g., multi-lingual materials/ classes).

**Primary Corridor:** Project is located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates.

**Leveraging:** Project leverages non-Prop K funds.

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

**Project Name:** Central Richmond Neighborway

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Categorically Exempt

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE DETAILS**

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

Targeted Stakeholder Outreach and Interviews May 2017 - November 2017  
 Website and Survey May 2017 – June 2017  
 Pop-Up Table Event August 2017  
 Open House Meeting December 2017

Please see Scope Section 2 - Project Schedule and Funding and Section 3 - Detailed Work Plan for details.

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

**Project Name:** Central Richmond Neighborway

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 155,000	\$ -	\$ 15,000	\$ 170,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 155,000</b>	<b>\$ -</b>	<b>\$ 15,000</b>	<b>\$ 170,000</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 502,084	\$ -	\$ 15,000	\$ 517,084
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 502,084</b>	<b>\$ -</b>	<b>\$ 15,000</b>	<b>\$ 517,084</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 170,000	\$ 155,000		Actuals to date and estimated phase cost
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 79,904	\$ -	\$ -	Based on similar projects
Construction (CON)	\$ 267,180	\$ -	\$ -	Based on similar projects
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 517,084</b>	<b>\$ 155,000</b>	<b>\$ -</b>	

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

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 77,500	\$ 77,500	\$ -	\$ -	\$ -	\$ 155,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

MAJOR LINE ITEM BUDGET

Staff Classification		Hours	Cost							
2016/2017 Average Hourly Rate			Transit Planner III	Transportation Planner IV	Transit Planner II	Student Design Trainee III	Associate Engineer	Assistant Engineer	Engineering Assistant	
		1071	278	48	447	66	20	172	40	
Budgeted Staff Hours			\$38,453	\$7,768	\$53,003	\$5,204	\$3,027	\$22,699	\$4,051	
Budgeted Staff Labor										
Budgeted Expenses										
Budgeted Contingency		5%								
Project Funding Request Total			\$134,205							
			\$13,450							
			\$7,383							
			\$155,038							

**Totals**

Tasks	Hours	Transit Planner III	Transportation Planner IV	Transit Planner II	Student Design Trainee III	Associate Engineer	Assistant Engineer	Engineering Assistant
1.0 Project Initiation and Management	37	\$ 1,936	\$ 485	\$ 2,372	\$ -	\$ -	\$ -	\$ -
2.0 Data Collection/Project Development	48	\$ 1,107	\$ -	\$ 1,423	\$ -	\$ -	\$ 528	\$ 2,431
3.0 Targeted Stakeholder Outreach and Website, Survey	76	\$ 4,703	\$ 971	\$ 4,269	\$ -	\$ -	\$ -	\$ -
4.0 Pop-Up Table Event #1 - 23rd Avenue	26	\$ 830	\$ 324	\$ 2,134	\$ -	\$ -	\$ -	\$ -
5.0 Pop-Up Table Event #2- areawide	101	\$ 3,320	\$ 809	\$ 6,166	\$ 1,577	\$ -	\$ -	\$ -
5A Conceptual Design	101	\$ 3,320	\$ 809	\$ 6,166	\$ 1,577	\$ -	\$ -	\$ -
6.0 Open House Meeting	208	\$ 9,129	\$ 971	\$ 8,775	\$ -	\$ 908	\$ 7,390	\$ -
7.0 Final Conceptual Design	129	\$ 3,596	\$ 1,133	\$ 7,826	\$ 2,050	\$ -	\$ 528	\$ -
8.0 Legislation (Prestaff - MTAB)	170	\$ 5,533	\$ 1,618	\$ 6,877	\$ -	\$ 908	\$ 7,390	\$ -
9.0 Total Staff Labor	175	\$ 4,979	\$ 647	\$ 6,996	\$ -	\$ 1,211	\$ 6,863	\$ 1,620
	1071	\$134,205						

**Expenses**

	Unit Cost	Units
1 Data Collection	\$4,000	
Traffic Counts	\$200	20
4 Neighborhood Mailing, Website, Survey		
Pop-Up Table Event Mailing	\$3,000	3000
Translation services	\$1,200	8
5 Pop-Up Table Event		
Translation services	\$150	7
7 Open House Meeting		
Open House Mailing	\$3,000	3000
Translation services	\$1,200	8
Total Expenses	\$13,450	

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/29/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Central Richmond Neighborway

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

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 155,000	Planning/Conceptual Engineering (PLAN)
	<b>Total:</b>	<b>\$ 155,000</b>	

**Total Prop K Funds:** \$ 155,000      **Total Prop AA Funds:** \$ -

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

\_\_\_\_\_

**Fund Expiration Date:** 03/31/2019      **Eligible expenses must be incurred prior to this date.**

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

**Deliverables:**

1. Quarterly progress reports shall provide a percent complete by task, percent complete for the overall project scope, and a listing of completed deliverables, in addition to the requirements in the Standard Grant Agreement.
2. Upon completion of the Task 6 Preliminary Conceptual Design (anticipated by November 2017), please provide a copy of the preliminary conceptual design.
3. Upon completion of the Task 7 Open House Meeting (anticipated by December 2017), please provide a summary of public outreach and comments received.
4. Upon completion of the Task 8 Final Conceptual Design (anticipated by March 2018), please provide a copy of the final conceptual design.
5. Upon project completion (anticipated by July 2018), please provide an updated scope/schedule/budget. This deliverable can be included as part of an allocation request for the next phase(s).

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/29/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Central Richmond Neighborway

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

**Special Conditions:**

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

**Notes:**

1. The 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 Fiscal Year 2016/17, the current request is the only request for Prop K funds from the Bicycle Network Expansion and Upgrades line, as other projects are being funded by non-Prop K sources.

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

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

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

**SGA Project Number:** 139-xxxx      **Name:** Central Richmond Neighborway

**Phase:** Planning/Conceptual Engineering (PLAN)      **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$28,750	\$126,250				\$155,000



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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 155,000

Current Prop AA Request: \$ -

Project Name: Central Richmond Neighborway

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

**Required for Allocation Request Form Submission**  
Initials of sponsor staff member verifying the above statement  
**JG**

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Charles Ream

Joel C. Goldberg

Title: Senior Planner

Manager,  
Capital Procurement and Management

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

MAPS AND DRAWINGS

Central Richmond Neighborways Project Area



Bicycle Circulation and Safety (EP 39)  
 Programming and Allocations to Date

Pending Board Action: April 25, 2017

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Bicycle Safety, Education and Outreach</b>									
SFMTA	Bike To Work Day 2015 <sup>5</sup>	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day 2015 <sup>5</sup>	CON	Deobligated	(\$11,000)					
SFMTA	Bike To Work Day Promotion <sup>8</sup>	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Pending			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$38,475	\$38,475
SFMTA	Bicycle Promotion <sup>5,8</sup>	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion <sup>8</sup>	CON	Programmed		\$0				\$0
SFMTA	Bicycle Promotion	CON	Programmed			\$31,198			\$31,198
SFMTA	Bicycle Promotion	CON	Programmed					\$15,599	\$15,599
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education Classes	CON	Deobligated	(\$4,694)					(\$4,694)
SFMTA	Bicycle Safety Education and Outreach <sup>8</sup>	CON	Allocated		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes) <sup>8</sup>	CON	Programmed		\$63,415				\$63,415
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Youth Bicycle Safety Education Classes	CON	Deobligated		(\$7,563)				(\$7,563)
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$117,258			\$117,258
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed				\$117,258		\$117,258
<b>System Performance and Innovation</b>									
SFMTA	Bicycle Counters & Barometers	DES/CON	Programmed	\$2,500					\$2,500
SFMTA	Bicycle Counters & Barometers	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/CON	Programmed				\$51,615		\$51,615
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack <sup>2</sup>	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments <sup>2</sup>	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$5,600				\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed			\$5,600			\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed				\$5,600		\$5,600
SFMTA	Innovative Treatments	PLAN	Programmed					\$5,600	\$5,600
SFMTA	Innovative Treatments <sup>2</sup>	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$14,400				\$14,400
SFMTA	Innovative Treatments	DES	Programmed			\$14,400			\$14,400
SFMTA	Innovative Treatments	DES	Programmed				\$14,400		\$14,400
SFMTA	Innovative Treatments	DES	Programmed					\$14,400	\$14,400
SFMTA	Innovative Treatments <sup>2</sup>	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$120,000				\$120,000
SFMTA	Innovative Treatments	CON	Programmed			\$120,000			\$120,000
SFMTA	Innovative Treatments	CON	Programmed				\$120,000		\$120,000
SFMTA	Innovative Treatments	CON	Programmed					\$83,974	\$83,974
SFMTA	Spot Improvements <sup>2,4</sup>	CON	Programmed	\$0					\$0
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements <sup>4</sup>	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$197,130				\$197,130
SFMTA	Spot Improvements	CON	Programmed			\$150,000			\$150,000
SFMTA	Spot Improvements	CON	Programmed				\$100,000		\$100,000
SFMTA	Spot Improvements	CON	Programmed					\$20,000	\$20,000

## Prop K 5-Year Project List (FY 2014/15 - 2018/19)

## Bicycle Circulation and Safety (EP 39)

## Programming and Allocations to Date

Pending Board Action: April 25, 2017

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$135,050				\$135,050
SFMTA	23rd Avenue Neighborway <sup>11</sup>	PLAN	Pending			\$155,000			\$155,000
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed		\$168,126				\$168,126
SFMTA	Bicycle Network Expansion and Upgrades <sup>1,3</sup>	CON	Programmed	\$54,800					\$54,800
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$282,970				\$282,970
SFMTA	Bicycle Network Expansion and Upgrades <sup>11</sup>	ANY	Programmed			\$295,500			\$295,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$450,500		\$450,500
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$450,057	\$450,057
SFMTA	Sharrows <sup>1</sup>	DES	Allocated	\$123,882					\$123,882
SFMTA	Sharrows <sup>1</sup>	CON	Allocated	\$132,218					\$132,218
SFMTA	Sharrows	CON	Programmed		\$138,100				\$138,100
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$62,000					\$62,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Programmed	\$150,000					\$150,000
SFMTA	Embarcadero Bikeway Enhancements [NTIP] <sup>6</sup>	ENV	Programmed		\$50,000				\$50,000
SFMTA	Second Street Vision Zero Improvements [Vision Zero] <sup>3</sup>	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Streetscape Improvement	CON	Allocated			\$110,000			\$110,000
SFMTA	Twin Peaks Connectivity	PLAN/ ENV	Allocated	\$23,000					\$23,000
SFMTA, or other eligible sponsor	NTIP Placeholder <sup>6,7,9,10</sup>	ANY	Programmed		\$147,069				\$147,069
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital] <sup>9</sup>	CON	Allocated		\$188,931				\$188,931
SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital] <sup>7</sup>	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital] <sup>6</sup>	DES	Allocated	\$50,000					\$50,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Bicycle Circulation and Safety (EP 39)

Programming and Allocations to Date

Pending Board Action: April 25, 2017

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Access									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	PLAN	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed		\$20,000				\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed				\$20,000		\$20,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$180,000				\$180,000
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$180,000		\$180,000
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	24th/Mission Bike Station [NTIP]	DES	Programmed	\$151,000					\$151,000
BART	Glen Park Bike Station	DES	Programmed	\$248,000					\$248,000
<b>Total Programmed in 5YPP</b>				\$2,689,630	\$2,196,228	\$1,037,431	\$1,097,848	\$628,105	\$7,649,241
<b>Total Allocated and Pending in 5YPP</b>				\$1,886,024	\$681,931	\$303,475	\$0	\$0	\$2,871,430
<b>Total Deobligated in 5YPP</b>				(\$15,694)	\$0	\$0	\$180,000	\$0	\$164,306
<b>Total Unallocated in 5YPP</b>				\$819,300	\$1,514,297	\$733,956	\$917,848	\$628,105	\$4,613,505
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,967,024	\$2,047,091	\$927,431	\$1,097,848	\$628,105	\$7,667,499
<b>Deobligated from Prior 5YPP Cycles **</b>				\$157,972					\$157,972
<b>Cumulative Remaining Programming Capacity</b>				\$435,366	\$286,229	\$176,230	\$176,230	\$176,230	\$176,230

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

## Prop K 5-Year Project List (FY 2014/15 - 2018/19)

## Bicycle Circulation and Safety (EP 39)

## Programming and Allocations to Date

Pending Board Action: April 25, 2017

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

## FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Sharrows (Resolution 15-13, 10.21.2014).  
Sharrows: Added construction phase to project and increased from \$118,000 to \$256,100 in Fiscal Year 2014/15.  
Bicycle Network Expansion and Upgrades: Construction phase of project decreased from \$367,724 to \$229,264. Funds not needed in Fiscal Year 2014/15.
- <sup>2</sup> 5YPP amendment to fully fund project in Fiscal Year 2014/15: Market Street Green Bike Lanes and Raised Cycletrack (Resolution 15-28, 12.16.2015).  
Innovative Treatments: Reduced planning phase from \$104,618 to \$0, design phase from \$126,518 to \$0, construction phase from \$520,288 to \$0, to fund the Market Street Green Bike Lanes and Raised Cycletrack for construction in Fiscal Year 2014/15.  
Spot Improvements: Reduced from \$200,000 to \$198,024 in Fiscal Year 2014/15.
- <sup>3</sup> Bicycle Network Expansion and Upgrades funds from Fiscal Year 2014/15 (\$158,500) were allocated to Second Street Vision Zero Improvements (Resolution 15-34, 1.27.15).
- <sup>4</sup> Spot Improvements placeholder funds from Fiscal Year 2014/15 (\$110,800) were allocated for construction of the 7th Avenue and Lincoln Way Intersection Improvements project (Resolution 15-46, 03.24.2015).
- <sup>5</sup> 5YPP amendment to fully fund Bike to Work Day 2015 (Resolution 15-52, 4/28/2015).  
Bicycle Promotion: Reduced from \$50,000 to \$25,300 in Fiscal Year 2014/15.  
Bike to Work Day 2015: Added \$24,700 in Fiscal Year 2014/15 for construction.
- <sup>6</sup> 5YPP amendment to fund Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital] (Resolution 2015-056, 5/19/2015).  
Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$150,000 in Fiscal Year 2014/15 and increased from \$0 to \$50,000 in FY 15/16. Project will not need these funds until FY 15/16.  
NTIP Placeholder: Reduced from \$436,000 to \$386,000 in Fiscal Year 2015/16.  
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2014/15 for design.
- <sup>7</sup> 5YPP amendment to fund Golden Gate Avenue Buffered Bike Lane [NTIP Capital] (Resolution 2016-040, 2/23/2016).  
NTIP Placeholder: Reduced from \$386,000 to \$336,000 in Fiscal Year 2015/16.  
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]: Added project with \$50,000 in Fiscal Year 2015/16 for construction.
- <sup>8</sup> FY 15/16 allocation for Bicycle Safety Education and Outreach (\$170,000) included the following placeholders (Resolution 2016-040, 2/23/2016):  
Bike to Work Day Promotion: Reduced from \$38,475 to zero in Fiscal Year 2015/16.  
Bicycle Promotion: Reduced from \$25,300 to zero in Fiscal Year 2014/15 and \$80,840 to zero in Fiscal Year 2015/16.  
Bicycle Safety, Education & Outreach: Reduced from \$88,800 to \$63,415 in Fiscal Year 2015/16.
- <sup>9</sup> 5YPP amendment to fund Arguello Boulevard Near-term Improvements [NTIP Capital] (Resolution 2016-55).  
NTIP Placeholder: Reduced from \$336,000 to \$147,069 in Fiscal Year 2015/16.  
Arguello Boulevard Near-term Improvements [NTIP Capital]: Added project with \$188,931 in Fiscal Year 2015/16 for construction.
- <sup>10</sup> With approval of resolution 17-27, 2/28/2017, the Board expressed an intent to support a future allocation of \$320,000 in NTIP capital funds for the construction phase of the project following completion of the design phase (anticipated fall 2017). The \$400,000 in NTIP funding for the project (subject request (\$80,000) plus the proposed future allocation (\$320,000)) will be split 50/50 between the NTIP capital funds available for Districts 9 and 10.
- <sup>11</sup> 5YPP amendment to fund Central Richmond Neighborway (Resolution XX-XX, 4/25/2017 PENDING).  
Bicycle Network Expansion and Upgrades: Reduced by \$155,000 from \$450,500 to \$295,500 in Fiscal Year 2016/17 for any phase.  
Central Richmond Neighborway: Added project with \$155,000 in Fiscal Year 2016/17 for planning.



# Memorandum

**Date:** 04.04.17 **RE:** Board  
April 11, 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** – Allocate \$193,475 in Prop K Funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with Conditions, and Appropriate \$602,254 in Prop K Funds for the Geary Bus Rapid Transit Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have three requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$795,729 in Prop K funds to present to the Board. We are requesting \$602,254 for additional unanticipated activities required to complete the environmental phase of the Geary Bus Rapid Transit project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this Prop K request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017. The SFMTA has requested \$38,475 for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. The SFMTA conducts bicycle counts before, during, and after BTWD during the peak commute hour (8:30-9:30 a.m.) and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years. Finally, the SFMTA has requested \$155,000 for the planning phase of the Central Richmond Neighborway project, an earlier version of which was presented to the Board at its March 14, 2017 meeting and now has been revised to address concerns expressed by Commissioner Fewer. The project will identify traffic calming, bicycle and pedestrian safety improvements along 23<sup>rd</sup> Avenue and surrounding streets between Lake Street and Golden Gate Park.

## BACKGROUND

We have three requests for a total of \$795,729 in Prop K funds to present to the Board at its April 11, 2017 meeting, for potential Board approval on April 25, 2017. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- 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 three Prop K requests totaling \$795,729 to the Board and to seek its approval to allocate the funds as requested. Attachment 1 summarizes the three 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 attached Allocation Request Forms.

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

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

## ALTERNATIVES

1. Allocate \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriate \$602,254 in Prop K funds for the Geary Bus Rapid Transit Project, subject to the attached fiscal year cash flow distribution schedules, as requested.
2. Allocate \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriate \$602,254 in Prop K funds for the Geary Bus Rapid Transit Project, 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 the Geary Bus Rapid Transit - Additional Funds and Bike to Work Day 2017 requests at its March 22, 2017 meeting and unanimously adopted a motion of support for the staff recommendation. The CAC was briefed on the 23<sup>rd</sup> Avenue Neighborway request on February 22, 2017 and unanimously adopted a motion of support for the staff recommendation. Subsequent to direction provided by the Board at its March 14 meeting, Transportation Authority and SFMTA staff met with Commissioner Fewer to address her concerns about the project. As a result, the SFMTA has expanded the scope of the project to include investigation of additional streets parallel to or intersecting 23<sup>rd</sup> Avenue and to investigate pedestrian safety concerns on 18<sup>th</sup> Avenue and 22<sup>nd</sup> Avenue, increased the amount of requested funds from \$115,000 to \$155,000, and revised the project title to Central Richmond



Neighborway.

### **FINANCIAL IMPACTS**

This action would allocate \$193,475 in Fiscal Year (FY) 2016/17 Prop K sales tax funds and appropriate \$602,254 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary - FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **RECOMMENDATION**

Allocate \$193,475 in Prop K funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with conditions, and appropriate \$602,254 in Prop K funds for the Geary Bus Rapid Transit Project, subject to the attached fiscal year cash flow distribution schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (3)



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RESOLUTION ALLOCATING \$5,464,675 IN PROP K FUNDS, WITH CONDITIONS, FOR THE DOWNTOWN EXTENSION, INCLUDING \$4,549,675 FOR PRELIMINARY ENGINEERING AND \$915,000 FOR A TUNNELING OPTIONS ENGINEERING STUDY, AND APPROPRIATE \$200,000 FOR OVERSIGHT OF THE DOWNTOWN EXTENSION, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received two Prop K requests for \$5,464,675 for the Downtown Extension (DTX), including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and staff is requesting appropriation of \$200,000 for Oversight of the DTX, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan category: Downtown Extension to Rebuilt Transbay Terminal; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has programmed funds for the aforementioned Expenditure Plan category in the Prop K Strategic Plan; and

WHEREAS, The Transbay Joint Powers Authority's requests for the Downtown Rail Extension (DTX) project require a concurrent Prop K Strategic Plan amendment to advance \$3,040,777 programmed for the DTX in Fiscal Year (FY) 2033/34 in the Downtown Extension to Rebuilt Transbay Terminal category and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 (the Transbay Transit Center) for construction of Phase 2 (DTX); and

WHEREAS, The requested Strategic Plan amendment would result in a negligible increase



(0.06%) to the amount of available funds spent on financing for the program as a whole; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$5,464,675 in Prop K funds, with conditions, for the DTX, including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and appropriation of \$200,000 for Oversight of the DTX, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

RESOLVED, That the Transportation Authority hereby amends the Downtown Extension to Rebuilt Transbay Terminal category of the Prop K Strategic Plan to advance \$3,040,777 programmed for the DTX in Fiscal Year (FY) 2033/34 and to concurrently grant an exception to Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for construction of Phase 2 (DTX); as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$5,464,675 in Prop K funds, with conditions, for the DTX, including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and appropriates \$200,000 for Oversight of the DTX as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

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

Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Proposed Amended Strategic Plan
6. Prop K Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	\$ 130,297,416	86%	96%	Design	6
Prop K	5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	\$ 34,184,166	86%	39%	Design	6
Prop K	5	TJPA	Downtown Extension - Additional Oversight/Peer Review	\$ 200,000	\$ 200,000	86%	0%	Design	6
<b>TOTAL</b>					<b>\$ 5,664,675</b>	<b>\$ 164,681,582</b>	<b>86%</b>	<b>84%</b>	

Footnotes

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

<sup>2</sup> Acronym: TJPA (Transbay Joint Powers Authority)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p>In response to feedback provided by the SFCFTA Board, the current revised request will bring design of the Downtown Extension (DTX) to 30% for new elements and modified elements (per the SEIR/SEIS) that are common to all alignments being evaluated in the Planning Department's Railway Alternatives and I-280 Boulevard Feasibility Study. The work is scheduled to be complete by December 2017. DTX is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p>The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the SFCFTA's ongoing oversight functions. It is the intent of the SFCFTA staff to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.
<b>TOTAL</b>			<b>\$ 5,664,675</b>	

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



Attachment 3: Proposed Staff Recommendations - (Note this is an information item for the 03.21.17 Board Meeting) <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p><b>Special Conditions:</b> 1.) Requires the TJPA to agree to the attached oversight protocol for Phases 1 and 2. TJPA has agreed to the oversight protocol, which is already being implemented.</p> <p>2.) If the SFCIA Board acts to endorse an alternate alignment for the DTX, the SFCIA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope, including potentially ceasing work on certain elements.</p> <p>3.) <b>Strategic Plan Amendment:</b> The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal Expenditure Plan line item. The amendment would advance \$3,040,777 programmed for the DTX in FY 2033/34. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p><b>Special Conditions:</b> 1) The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction. The recommendation also includes Special Conditions 1) and 2) listed above for the DTX - Preliminary Engineering request, above.</p>
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	<p><b>Special Condition:</b> Same as 1) above for the Tunnel Engineering Options Study.</p>
<b>TOTAL</b>			<b>\$ 5,664,675</b>	

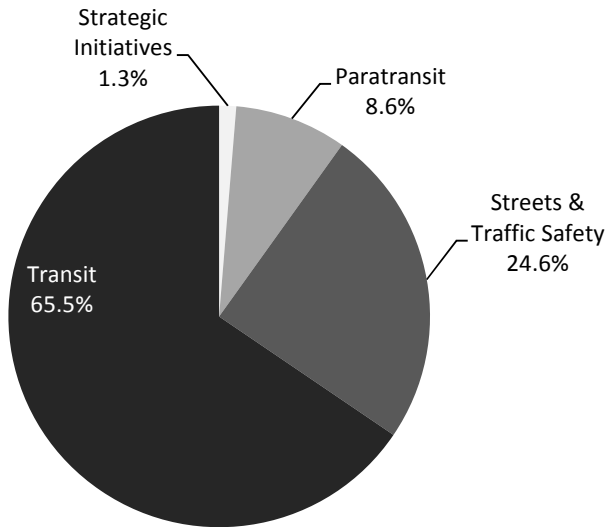
<sup>1</sup> See Attachment 1 for footnotes.

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

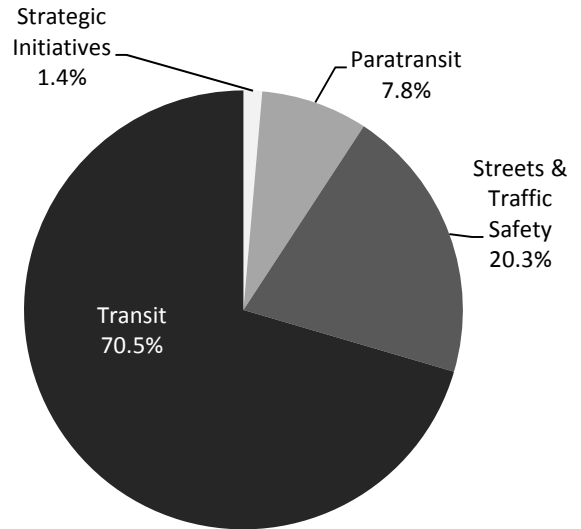
PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 127,757,542	\$ 44,518,051	\$ 58,318,570	\$ 24,092,816	\$ 671,807	\$ 156,298
Current Request(s)	\$ 5,664,675	\$ 3,744,805	\$ 1,919,870	\$ -	\$ -	\$ -
New Total Allocations	\$ 133,422,217	\$ 48,262,856	\$ 60,238,440	\$ 24,092,816	\$ 671,807	\$ 156,298

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



**Attachment 5**  
**Adopted and Proposed Amended Strategic Plan**  
 Ending April 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23
<b>Adopted 2014 Prop K Strategic Plan - Amendment 6 (Approved)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,023	8.65%	Programming \$ 223,176,074 Finance Costs \$ 25,846,745 Total \$ 249,022,819	\$ 13,215,624	\$ 1,343,948	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>				Programming \$ 223,176,074 Finance Costs \$ 25,846,745 Total \$ 249,022,819	\$ 13,430,633	\$ 2,060,243	\$ 2,638,314	\$ 1,915,247	\$ 1,579,406	\$ 3,187,017	\$ 2,752,375	\$ 2,462,429
<b>Proposed 2014 Prop K Strategic Plan - Amendment 7 (Current Request)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,752,463	9.15%	Programming \$ 223,176,074 Finance Costs \$ 27,331,130 Total \$ 250,507,204	\$ 11,935,674	\$ 5,664,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>				Programming \$ 223,176,074 Finance Costs \$ 27,331,130 Total \$ 250,507,204	\$ 12,147,078	\$ 6,399,599	\$ 2,714,019	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186
<b>Change</b>				Programming \$ (1,279,950) Finance Costs \$ (3,404) Total \$ (1,283,354)	\$ (1,279,950)	\$ 4,320,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Prop K Total</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (1,540)	0.5%	Programming \$ 1,484,385 Finance Costs \$ 1,484,385 Total \$ 2,968,770	\$ (1,283,354)	\$ 4,339,356	\$ 75,705	\$ 57,520	\$ 52,227	\$ 140,593	\$ 138,604	\$ 144,757
<b>Prop K Total</b>				Programming \$ 2,536,973,769 Finance Costs \$ 248,179,109 Total \$ 2,785,152,877	\$ (1,283,354)	\$ 4,339,356	\$ 75,705	\$ 57,520	\$ 52,227	\$ 140,593	\$ 138,604	\$ 144,757
<b>Proposed 2014 Prop K Strategic Plan - Amendment 7 (Current Request)</b>												
5	Prop K	\$ 2,922,169,485	8.55%	Programming \$ 2,536,973,769 Finance Costs \$ 249,724,546 Total \$ 2,786,698,315	\$ 11,935,674	\$ 5,664,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Prop K</b>				Programming \$ 2,536,973,769 Finance Costs \$ 249,724,546 Total \$ 2,786,698,315	\$ 12,147,078	\$ 6,399,599	\$ 2,714,019	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186
<b>Change</b>				Programming \$ (13,934) Finance Costs \$ 1,545,438 Total \$ 1,531,504	\$ (13,934)	\$ 1,545,438	\$ 0.1%	\$ -	\$ -	\$ -	\$ -	\$ -

Attachment 5  
 Adopted and Proposed Amended Strategic Plan  
 Pending April 2017 Board Action

EP No.	EP Line Item	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>Adopted 2014 Prop K Strategic Plan - Amendment 6 (Approved)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 1,985,084	\$ 1,520,338	\$ 1,150,578	\$ 853,248	\$ 434,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
		\$ 1,985,084	\$ 1,520,338	\$ 1,150,578	\$ 853,248	\$ 434,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
	<b>TOTAL</b>	\$ 1,985,084	\$ 1,520,338	\$ 1,150,578	\$ 853,248	\$ 434,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
		\$ 1,985,084	\$ 1,520,338	\$ 1,150,578	\$ 853,248	\$ 434,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
<b>Proposed 2014 Prop K Strategic Plan - Amendment 7 (Current Request)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
		\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
	<b>TOTAL</b>	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
		\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
	<b>Change</b>	\$ 141,403	\$ 134,952	\$ 136,616	\$ 157,943	\$ 164,218	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ (3,040,777)
		\$ 141,403	\$ 134,952	\$ 136,616	\$ 157,943	\$ 164,218	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ (3,040,777)

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

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

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

**Prop K EP Line Number (Primary):** 5      **Current Prop K Request:** \$ 4,549,675

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

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

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

**Supervisorial District(s):** District 06

**REQUEST**

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.

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

Following on the SEIR/SEIS, the TJPA wishes to continue preliminary engineering of the DTX. In response to feedback provided by the SFCTA Board, the current request will bring design of the DTX to 30% for new elements and modified elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study. The work is scheduled to be complete by December 2017. See attached Word document for details.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category would advance \$2,840,777 programmed for DTX in FY 2033/34. The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

### **Background and Project Benefits**

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

### **Current Request**

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on these new or modified elements as outlined below will be required to return the full DTX design and bring all Phase 2 elements to the 30% PE level. At the TJPA's June 2016 Board of Directors meeting, the Board directed TJPA staff to move forward with the following next steps in support of Phase 2:

- Complete 30% PE drawings
- Update right-of-way estimate
- Update ridership study
- Perform risk assessment
- Peer review funding plan
- Update Program cost estimate
- Peer review 2016 cost estimate

- Complete development of funding plan
- Select delivery method
- Update budget
- Continue coordination with the City on the Railyard Alternatives and I-280 Boulevard Feasibility Study, Caltrain and CHSRA

**The current request would partially fund preliminary engineering, program management/program controls, financial and right-of-way consultants, and a TJPA staff person for these next steps for Phase 2, as described in detail below. This scope only includes elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Study (RAB).**

### **Preliminary Engineering (PE)**

*Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) advancing work toward the full 30% level. This contract was renewed by the TJPA Board in 2014. This request is for **\$3,063,153**. Tasks will include the following:

#### A. Project Management

1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
2. Project meetings (e.g., TJPA staff or Board meetings)
3. Scheduling
4. Quality Control and Quality Assurance
5. Other Direct Costs as requested and/or agreed by TJPA

#### B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators

1. Continue ongoing coordination with train operators:
  - a. Provide coordination with CHSRA and Caltrain including:
    - i. Coordination on operator criteria and programmatic requirements
2. Continue ongoing coordination with other TTC team members including:
  - a. Coordination of Phase 2 train systems provisions
  - b. Coordination of DTX/TTC structural interface
  - c. Other as-needed coordination
3. Additional as-needed work could include:
  - a. Coordination meetings between project teams
  - b. Train operations planning, simulations and reviews
  - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances



- d. Identification of recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and fire-life safety
  - e. Review and comment on design criteria changes with respect to project design, construction cost and schedule implications
4. Assistance to TJPA with financing alternatives including:
    - a. Performing additional estimates
    - b. Meeting with potential financing partners
    - c. Evaluation of feasibility of financing options
- C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Bay Area Rapid Transit (BART), California Public Utilities Commission (CPUC), Other Utilities, & SEIS/EIR Study Coordination
1. As-needed SEIS/EIR coordination with FTA and FRA
  2. Coordinate with BART on the BART/Muni Pedestrian Connector
  3. Coordinate with private utilities as necessary
- D. Other Coordination with City and County of San Francisco (City)
1. Continue ongoing coordination with the City Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility site on Second and Harrison streets
  2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for interface with new major SFPUC facilities in project area
  3. Coordinate reviews of DTX fire-life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshal
  4. Coordination with other City agencies, as needed
- E. Right-of-Way Support
1. Continue ongoing coordination with adjacent property developments and, if necessary, the City Department of Building Inspection to protect DTX from adverse impacts along its Second Street alignment
  2. Continue ongoing coordination and engineering support for DTX right-of-way along Second Street: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities, including:
    - a. Preparation of a conceptual design technical memorandum on underpinning constructability
    - b. Preparation of geotechnical baseline memoranda
    - c. Preparation of PE underpinning design plans
- F. Preliminary Engineering Design Work and Updates for DTX

As noted above, some elements of the Phase 2 design were previously at the 30% design level. Elements below that include an asterisk (\*) are elements that have been modified since 2010 and that require updating to reach the 30% design level. Elements with a double asterisk (\*\*) are new scope items, or items that were deferred in 2010, that require

a greater design effort to achieve the 30% design level. **This scope only includes elements that are common to all alignments being evaluated in the Planning Department's RAB Study.**

1. \*\* Civil – Streetwork
  - a. Prepare technical memoranda on the City's street improvement plans on Second Street
  - b. Prepare PE streetwork plans
2. \* Civil – Utilities
  - a. Protection planning for AT&T manholes
  - b. Prepare technical memoranda to support PE cost estimate update for non-Townsend Street elements
  - c. Support advance utility relocation package scoping for non-Townsend Street elements
  - d. Update PE utility relocation plans for non-Townsend Street elements
  - e. Define temporary utility relocations for non-Townsend Street elements
3. \*\* Civil – Traffic
  - a. As-needed traffic engineering support of TJPA coordination with the City
  - b. Prepare Traffic Management Plan for non-Townsend Street element
4. \* Track Configuration
  - a. Update PE plans and profile reference files, as needed
  - b. Update DTX crossover arrangements
  - c. Complete PE plan and profile including precise alignment control tables
5. \* Structural – Throat Cut-and-Cover
  - a. Prepare conceptual level details for the TTC interface and update typical sections in the PE plans
  - b. Prepare technical memoranda and concept for support-in-place of major utilities
  - c. Complete details to PE level
6. \*\* Ventilation/Emergency Exit Structures
  - a. Prepare technical memoranda to support taller superstructure at Second and Harrison site
  - b. Update structural and architectural PE plans for Second and Harrison site
7. \*\* Fire-Life Safety (FLS)
  - a. Update mechanical PE design plans for Second and Harrison ventilation/emergency exiting structure
  - b. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
8. \* Systems – Tunnel Electrical
  - a. Prepare technical memoranda to support PE cost estimate update
9. \* Systems – Overhead Catenary Systems (OCS)
  - a. Prepare technical memoranda to support PE cost estimate update
  - b. Complete PE design of TTC OCS
10. \*\* Systems - Signals
  - a. Update PE Phase 1 Conceptual Engineering single line schematic plans

- b. Coordinate latest signal equipment space provisions with tunnel design
  - c. Prepare technical memoranda to support PE cost estimate update
  - 11. \*\* Systems – Communications
    - a. Prepare technical memoranda to support PE cost estimate update
    - b. Coordinate with Phase 2 planning
  - 12. Preliminary Engineering Report
    - a. Update PE report and summarize technical memoranda for non-Townsend Street elements
- G. Conceptual Engineering Design Work for BART/Muni Pedestrian Connector
- 1. Prepare conceptual design memoranda to support cost estimate
  - 2. Prepare technical memoranda on streetwork, utilities, traffic, structural design, architectural design, and FLS to support cost estimate
  - 3. Prepare conceptual design plans of cut-and-cover structure and interface structure
  - 4. Prepare conceptual street reconstruction, utility relocation, structural (cut-and-cover and interface structure), and architectural (Connector, receiving structures, and mid-block emergency egress structure including electrical and lighting plans) plans
  - 5. Develop Traffic Management Plan
  - 6. Prepare geotechnical baseline memoranda
  - 7. Prepare programming document
  - 8. Perform code analysis
  - 9. Develop FLS and exiting strategy
  - 10. Perform pedestrian flow/exit analysis
  - 11. Perform CFD and SES FLS modeling
  - 12. Prepare Conceptual Engineering Report
    - a. Summarize technical memoranda in a report
- H. DTX Preliminary Engineering Cost Estimate Update for Non-Townsend Street Elements
- 1. Update the DTX cost estimate for non-Townsend Street elements based on the rate refresh update prepared in June 2016 and new quantities based on new engineering, including BART/Muni Pedestrian Connector conceptual design

Exclusions:

- 1. Final Design
- 2. Technical Specifications
- 3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

## **Program Management/Program Controls (PMPC)**

*AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$698,500** for the following tasks (total estimated cost \$1,130,000, but \$431,500 remains in Prop K Resolution 15-01):

### A. Phase 2 Program Management

#### 1. Program Management

- a. Project meetings
- b. Project controls support, including an update to the Phase 2 Budget
- c. Program coordination support
- d. Utility coordination support

#### 2. DTX Project Management

- a. Contribute to monthly PMPC status reports
- b. Project meetings
- c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
- d. Maintain an issue-action tracking system to facilitate timely decision-making
- e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
- f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary
- g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
- h. Provide support for supplemental environmental studies
- i. Coordinate with train operators and outside agencies (i.e., SFPUC for sewer interfaces, SFMTA for Central Subway interface, City Planning and Office of Community Investment and Infrastructure for potential joint development parcels and the RAB Study, BART for BART/Muni Pedestrian Connector)
- j. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
- k. Manage interfaces between Phase 2 components and other component projects of the Program

3. Document Management and Administrative Support
  - a. Record keeping and submittal logging
  - b. Document retrieval and issuance to support project or outside agency requests
  - c. Technical and editorial reviews of project documents, letters, and presentations
- B. Ridership Study (by Cambridge)
  - a. Update the 2008 Cambridge Systematics ridership estimates
- C. Update Phase 2 cost estimate (with TBD Consultants)
- D. Advise on and assist TJPA in selection of delivery method (with AECOM)

### **Right-of-Way**

Tim Runde

The purpose of the right of way acquisition cost estimate is to assist the TJPA in developing an updated budget for the Downtown Extension (DTX). The scope of work includes providing estimates (based on the current market) to purchase all properties listed below that are identified for full or partial take. The TJPA will update the estimates at the time of acquisition. The scope also includes providing estimates for properties that require either easements and/or vacancy during construction, as described below.

#### **Full Take (Red Properties)**

- 181 Second Street
- 191 Second Street/594 Howard Street
- 201 Second Street
- 205-215 Second Street
- 217 Second Street
- 580 Howard Street
- 180 Townsend Street
- 689-699 Third Street

#### **Partial Take (Orange Properties)**

- 201 Mission Street
  - The valuation is of the land shown in Orange on the exhibit and the podium building.
  - The valuation should assume that the TJPA will be required to acquire the CMS strip which now connects the parking lot at 201 Mission to Howard Street and grant the fee to Parcel M3 to the owner at fair market value to replace existing parking on the CMS Strip and the midblock area. Accordingly, the scope of work includes an estimate of the value of Parcel M3, which value would be offset against the compensation to the owner, and an estimate of the value of the CMS Strip.
  - Please note that TJPA will engage the DTX designer Parsons to assess the cost of (a) demolition of the podium offices at 201 Mission, (b) the underpinning of the

201 Mission Tower, if any, (c) restoration of the façade/curtain wall of the 201 Mission Tower after removal of the podium, and (d) relocation of the loading dock and trash compactor to the east side of the 201 Mission Tower to be accessed from Main Street across Parcel M3, and (e) physical relocation of the cogeneration plant. Parsons will assume that the TJPA will grant an easement to the owner somewhere on Block 3718 for relocation of the owner's cogeneration plant. Accordingly, this scope of work includes providing an estimate of the cost to the TJPA to grant an easement for the cogeneration plant. The construction costs (a) – (e) will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.

- 30 Beale Street
  - The scope of work includes investigating with the Planning Department whether the open space that would be eliminated by locating the emergency exit for the BART tunnel in the plaza of the buildings at the NE corner of Beale and Mission would require the owner of that project to replace the lost open space under its conditional use/309 permit and, if the open space must be replaced, the estimate should be equivalent to the cost to replace it and the impact on value of the plaza if the emergency exit is located in the middle of the plaza.

#### **Vacate/Subsurface Easement (Blue Properties)**

- 235 Second Street
  - This scope of work includes providing an estimate of lost rent during the TJPA's construction (assume a 7 year construction period). The valuation estimate should be based on the assumption that the landlord will receive no rent for the portion of the building demolished and that the rent for the portions of the building that can be occupied during construction of the throat structure would be reduced due to impaired access from Second Street and construction noise, vibrations, and dust.
  - This scope of work includes valuation of a permanent construction easement for the throat structure running under this property.
  - The front of the building will need to be demolished for construction of the throat structure, the building underpinned, the façade/curtain wall and front entrance temporarily reconstructed during the TJPA's construction, and a permanent façade/curtain wall and front entrance reconstructed following the completion of the TJPA's work. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 589 Howard Street
  - The building cannot be occupied during construction. This scope of work includes providing an estimate of lost rent during the TJPA's construction. The valuation estimate should be based on the assumption that the landlord will receive no rent from the building during construction of the throat structure.
  - This scope of work includes valuation of a permanent easement for the throat structure running under this property.

- The construction of the throat structure will require that the front entrance to the building be closed and the front of the building underpinned. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 165-171 Second Street
  - This scope of work includes lost rent during the TJPA's construction. The valuation estimate should be based on evidence that the owner will suffer lost rent if the building either cannot be occupied in whole or in part during construction, or tenants require a reduction in rent due to construction noise, vibrations, and dust. The TJPA shall instruct the valuation expert when the scope of the TJPA's work on this property is ascertained.
  - This scope of work *may* include valuation of a permanent easement for underpinning and/or the throat structure running under this property.
  - The construction of the throat structure will require that the southeast corner of the building be underpinned. The cost of underpinning will be part of the TJPA's construction budget rather than the ROW acquisition budget and is not included in this scope of work.

#### **Easement Subsurface (Yellow Properties)**

- 301 Brannan Street
- 634 Second Street
- 634-636 Second Street
- 640 Second Street
- 650 Second Street
- 678 Second Street
- 680 Second Street
- 130 Townsend Street
- 136 Townsend Street
- 144-146 Townsend Street
- 148-154 Townsend Street
- 164 Townsend Street
- 166-178 Townsend Street
  - This scope of work includes providing an estimate for a permanent tunnel easement under these properties.
  - This scope of work includes estimating the loss of use and/or value of these properties, if any, due to noise and vibrations that occupants of those buildings will feel (a) during the borings for the underground train tunnel, (b) during permanent train operations in the completed tunnel. A loss in use or value could result from interference with sleep and other activities in the residential buildings and with business operations in the restaurants and offices (exclude impact on occupants of light industrial buildings, which should be negligible) during the

TJPA's construction and from permanent train operations. TJPA will engage Parsons to quantify the vibrations and noise.

. Estimated cost: **\$120,000**

### **Phase 2 Funding Plan**

#### Sperry Capital

TJPA's financial consultants will assist TJPA staff in completing development of the Phase 2 funding plan. In view of the federal funding uncertainties related to the current administration, the project team will revisit alternative project delivery methods, including P3, to determine which provide the best funding opportunities. Estimated cost: **\$150,000**

### **Phase 2 TJPA Staff**

TJPA plans to hire one full-time staff person to manage Phase 2 work efforts. This would be a program manager level position, with a salary range of \$204,360 to \$257,920. TJPA's benefit rate is approximate 35% of salary. Estimated cost: \$224,016 salary plus \$78,406 benefits = **\$302,422**



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

**Project Name:** Downtown Extension - Preliminary Engineering

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering. This request advances preliminary engineering, but does not complete it.

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

**Project Name:** Downtown Extension - Preliminary Engineering

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,925,778	\$ 2,623,898	\$ -	\$ 4,549,675
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 1,925,778</b>	<b>\$ 2,623,898</b>	<b>\$ -</b>	<b>\$ 4,549,675</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>			\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 4,549,675	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 4,549,675</b>	<b>\$ -</b>	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,729,805	\$ 1,819,870	\$ -	\$ -	\$ -	\$ 4,549,675
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

**General Instructions**

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

**For Design Engineering Phase:**

**Project Name:** Downtown Extension - Preliminary Engineering

**PROJECT BUDGET - PRELIMINARY ENGINEERING**

**BUDGET SUMMARY**

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 3,063,153	67.3%
AECOM (PMPC)	\$ 698,500	15.4%
Financial Consultant	\$ 150,000	3.3%
ROW Consultant	\$ 120,000	2.6%
TJPA Staff	\$ 302,422	6.6%
Contingency	\$ 215,600	4.7%
<b>Total</b>	<b>\$ 4,549,675</b>	<b>100.0%</b>

**DETAILED LABOR COST ESTIMATE - BY AGENCY**

TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Design & Engineering Manager (Ph II)	2,080	\$ 107.70	\$ 1.35	\$ 145.40	1	\$ 302,422
<b>Total</b>	<b>2,080</b>	<b>\$ 108</b>	<b>\$ 1</b>	<b>\$ 145</b>	<b>1</b>	<b>\$ 302,422</b>

## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
<b>Transit Center Building (TCB)</b>			<b>\$247,203,907</b>
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
<b>Subtotal DTX and TCB Construction excluding escalation</b>	<b>\$1,503,991,865</b>	<b>\$210,990,942</b>	<b>\$1,714,981,807</b>
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
<b>Subtotal DTX and TCB Construction including escalation</b>			<b>\$2,298,239,643</b>
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
<b>Subtotal Program Costs</b>			<b>\$3,081,543,562</b>
Construction Contingency @ 10%			\$229,823,964
<b>Program Reserve @ 15% of Subtotal Program Costs</b>			<b>\$462,231,534</b>
<b>Total Program Cost excluding BART/Muni Pedestrian Connector</b>			<b>\$3,773,599,061</b>
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/3/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 4,549,675	Design Engineering (PS&E)
	<b>Total:</b>		<b>\$ 4,549,675</b>	

Total Prop K Funds: \$ 4,549,675 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

**Deliverables:**

- |    |  |
|----|--|
| 1. | Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts. |
| 2. |  |
| 3. |  |
| 4. |  |
| 5. |  |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$2,840,777 programmed for the DTX in FY 2033/34. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction. See attached Strategic Plan amendment for details.   |
| 2. | As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center Program.  |
| 3. | One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements. |
| 4. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.   |



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

**Notes:**

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

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

**SFCTA Project  
Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-914028      **Name:** Downtown Extension - Preliminary Engineering

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,729,805	\$1,819,870				\$4,549,675



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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400

Current Prop AA Request: \$ -

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

Chief Financial Officer

Phone: 415.597.4617

415.597.4039

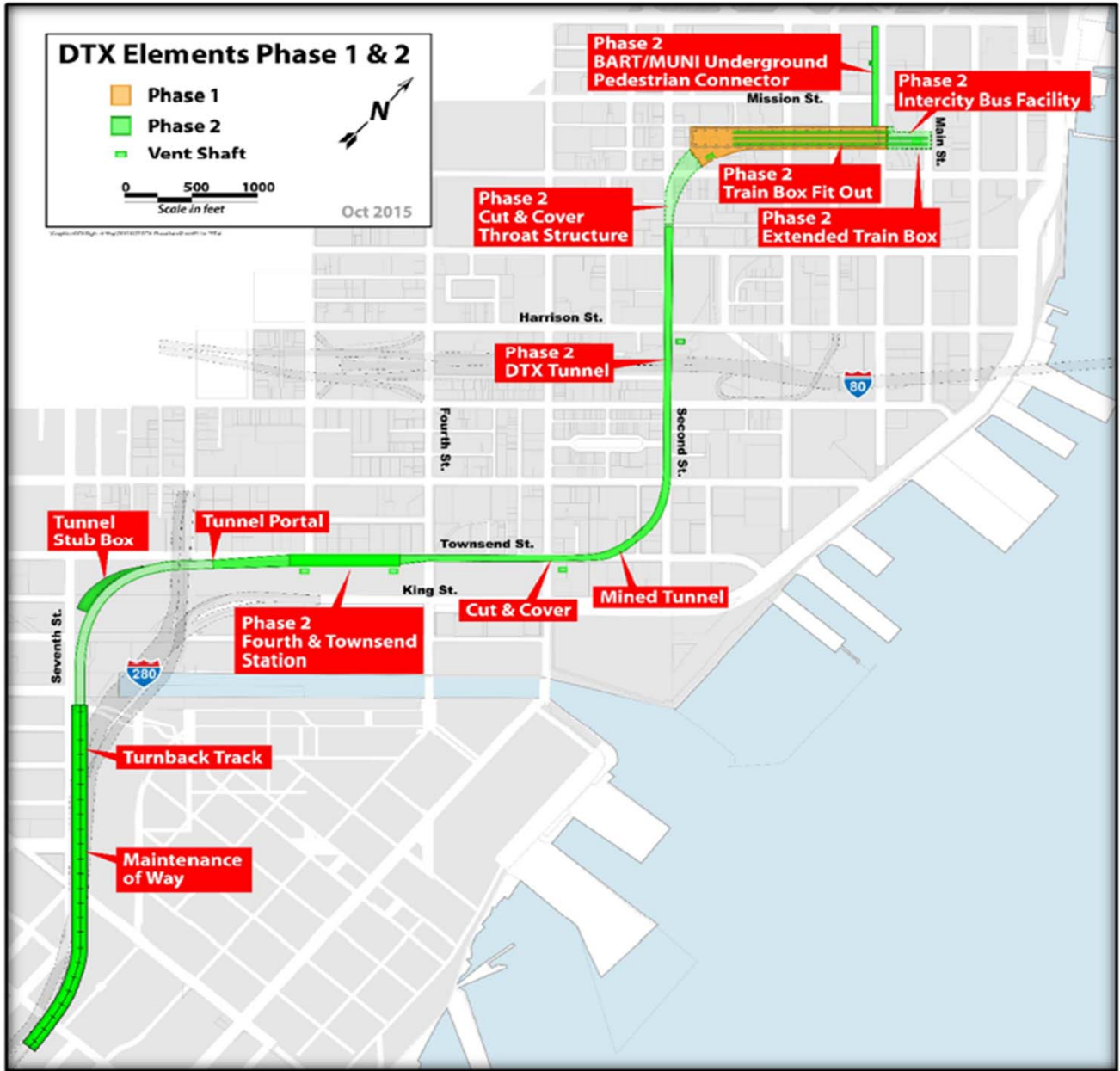
Email: [bdykes@transbaycenter.org](mailto:bdykes@transbaycenter.org)

[sdebord@transbaycenter.org](mailto:sdebord@transbaycenter.org)



Railyard Alternatives and I-280 Boulevard Feasibility Study

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





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

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

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

**Prop K EP Line Number (Primary):** 5      **Current Prop K Request:** \$ 915,000

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

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

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

**Supervisorial District(s):** District 06

**REQUEST**

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California’s future High-Speed Rail system. The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX.

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

Preliminary engineering (PE) (30% design level) for many components of Phase 2, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on some of these new or modified elements is described in a separate request. The TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed. See attached Word document for details.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

### **Background and Project Benefits**

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

### **Current Request**

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on these new or modified elements is outlined in a separate request; however, the TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction.

The current request would fund an engineering study and associated program management/program controls work to evaluate opportunities for reducing the surface impacts of the construction of Phase 2, as described in detail below.

### **Tunneling Options Engineering Study**

*Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will analyze opportunities to reduce surface impacts due to DTX construction. This contract was renewed by the TJPA Board in 2014. This request is for **\$790,130**. Tasks will include the following:

#### A. Tunneling Options Engineering Study

1. Project meetings (e.g., TJPA staff or Board meetings)
2. Scheduling
3. Quality Control and Quality Assurance
4. Other Direct Costs as requested and/or agreed by TJPA
5. Analyze opportunities to reduce the surface impacts due to Phase 2 construction
  - a. Structural – Throat Cut-and-Cover: Analyze options for reducing the cut-and-cover construction in the Throat area
  - b. Structural – Townsend Street Cut-and-Cover: Review and analyze engineering solutions to reduce the cut-and-cover construction on Townsend Street
  - c. Ventilation/Emergency Exit Structures: Determine feasible engineering options for the Third/Townsend ventilation structure site
6. Tunnel Options Engineering Study Report
  - a. Prepare a report with conceptual level cost estimates, and summarize technical calculations

#### Exclusions:

1. Final Design
2. Technical Specifications
3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

#### **Program Management/Program Controls (PMPC)**

*AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$90,105** for the following tasks:

#### A. Phase 2 Program Management

1. Program Management
  - a. Project meetings
  - b. Project controls support, including an update to the Phase 2 Budget
  - c. Program coordination support
  - d. Utility coordination support



2. DTX Project Management
  - a. Contribute to monthly PMPC status reports
  - b. Project meetings
  - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
  - d. Maintain an issue-action tracking system to facilitate timely decision-making
  - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
  - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary
  - g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
  - h. Coordinate with train operators and outside agencies
  - i. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
  - j. Manage interfaces between Phase 2 components and other component projects of the Program
3. Document Management and Administrative Support
  - a. Record keeping and submittal logging
  - b. Document retrieval and issuance to support project or outside agency requests
  - c. Technical and editorial reviews of project documents, letters, and presentations

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

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering.

The subject scope is anticipated to be completed within three months of issuing the Notice to Proceed.

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

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 915,000		\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 915,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 915,000</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -			Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166			Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 915,000	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 915,000</b>	<b>\$ -</b>	

**% Complete of Design:** 58% as of 5/31/2016  
**Expected Useful Life:** 70 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 915,000		\$ -	\$ -	\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
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Future San Francisco Sales Tax	\$350	\$350
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Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

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

**General Instructions**

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For **Design Engineering Phase:**

**Project Name:** DTX

**PROJECT BUDGET - DESIGN**

**BUDGET SUMMARY**

<b>Agency/Consultant</b>	<b>Total</b>	<b>% of Total</b>
Parsons (Designer)	\$ 790,130	
AECOM (PMPC)	\$ 90,105	9.8%
Financial Consultant	\$ -	0.0%
ROW Consultant	\$ -	0.0%
TJPA Staff	\$ -	0.0%
Contingency	\$ 34,765	3.8%
<b>Total</b>	<b>\$ 915,000</b>	<b>100.0%</b>

## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
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BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/3/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Downtown Extension - Tunnel Engineering Options Study

Grant Recipient: Transbay Joint Powers Authority

		Action	Amount	Phase
Funding Recommended:	Prop K Allocation		\$ 915,000	Design Engineering (PS&E)
	<b>Total:</b>		<b>\$ 915,000</b>	

Total Prop K Funds: \$ 915,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 6/30/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**Deliverables:**

- |    |  |
|----|--|
| 1. | Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts. |
| 2. | Draft and Final Tunnel Options Engineering Study Report.   |
| 3. |  |
| 4. |  |
| 5. |  |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.  |
| 2. | As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.  |
| 3. | One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements. |
| 4. | Following completion of the draft Tunnel Options Engineering Study Report (anticipated 3 months after the notice to proceed), TJPA staff will present the draft report findings to the Transportation Authority Board.  |
| 5. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.   |



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**Notes:**

1.
2.

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

**SFCTA Project  
Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-914029      **Name:** Downtown Extension - Tunnel Engineering Options Study

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$915,000					\$915,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400

Current Prop AA Request: \$ -

Project Name: Downtown Extension - Tunnel Engineering Options Study

Grant Recipient: Transbay Joint Powers Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

Chief Financial Officer

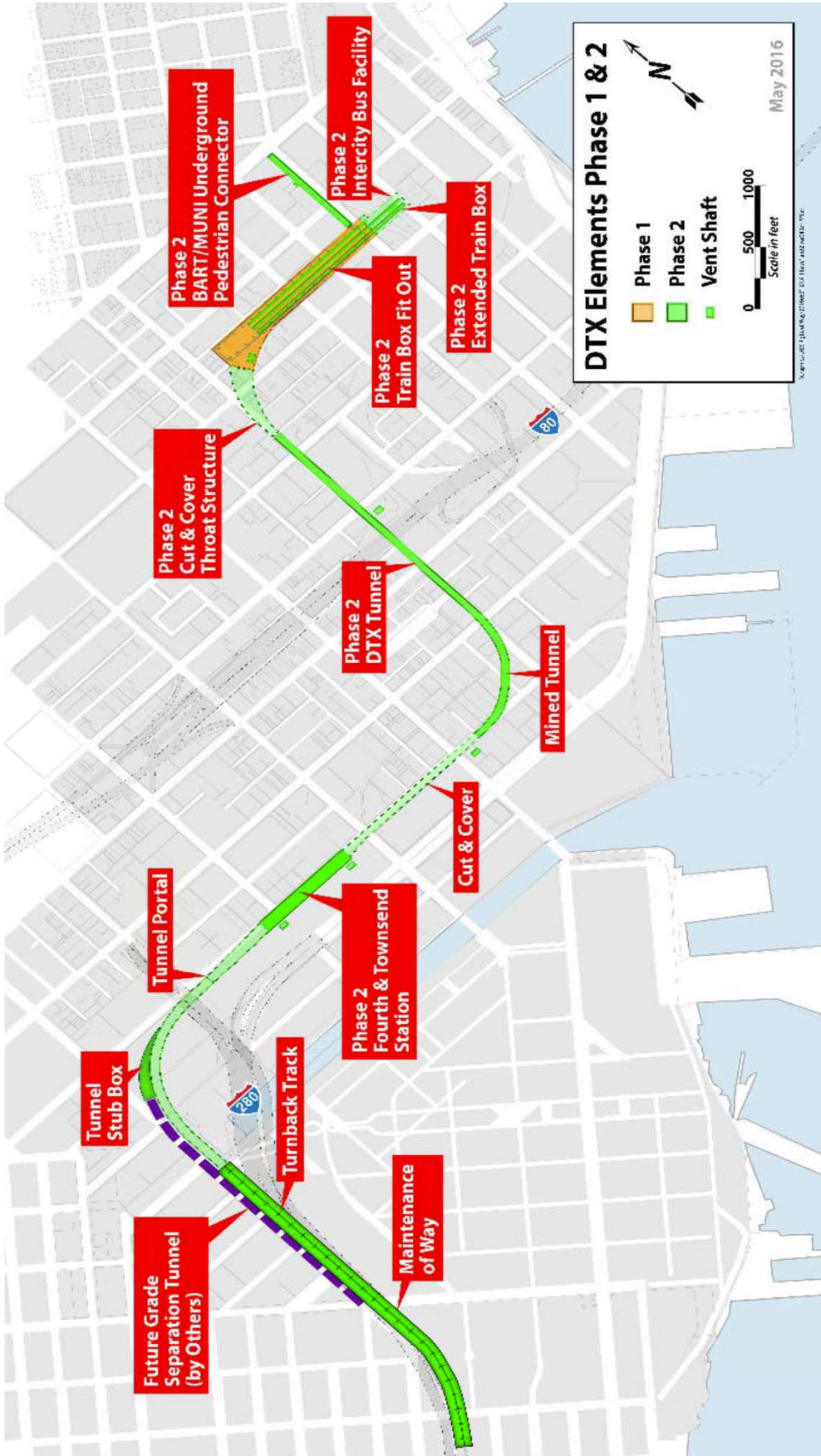
Phone: 415.597.4617

415.597.4039

Email: [bdykes@transbaycenter.org](mailto:bdykes@transbaycenter.org)

[sdebord@transbaycenter.org](mailto:sdebord@transbaycenter.org)

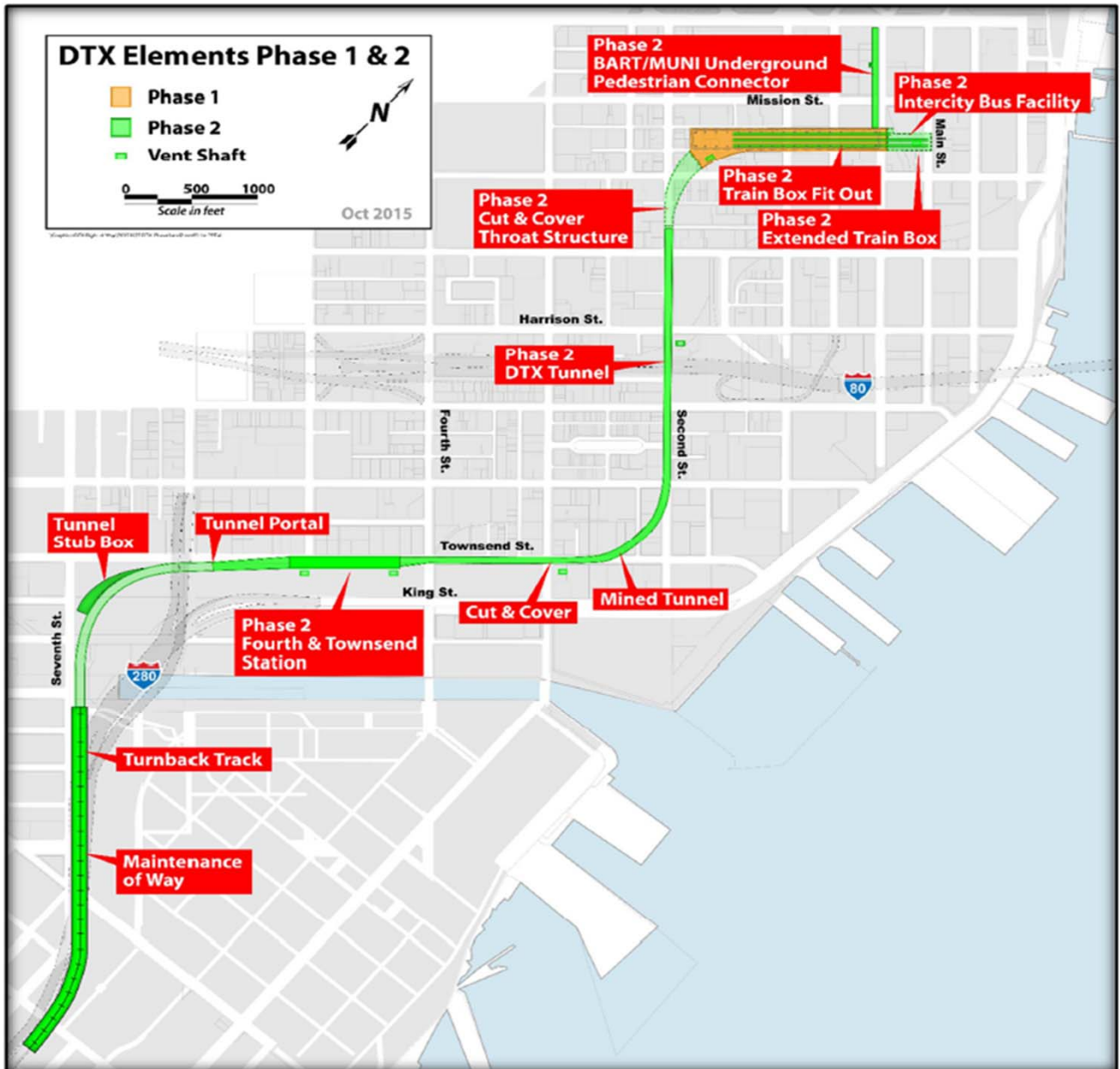
MAPS AND DRAWINGS



Please see T JPA Board Report from June 9, 2016 at:

[http://transbaycenter.org/uploads/2016/06/Item13\\_DTX-Phase-2.pdf](http://transbaycenter.org/uploads/2016/06/Item13_DTX-Phase-2.pdf)

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



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

FY of Allocation Action: 2016/17

Project Name: Downtown Extension - Additional Oversight/Peer Review

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5      Current Prop K Request: \$ 200,000

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

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

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.

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

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

In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the Authority's ongoing oversight functions. It is the intent of the SFCTA to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of TJPA.

Of particular interest will be the tunneling options analysis. There has been concern related to the socioeconomic impacts of the proposed cut-and-cover construction methodology contemplated for Townsend Street under the project's EIS/EIR, approved in 2004. This effort will consider other construction methodologies with the goal of reducing the cut-and-cover activities on the project as much as possible. To meet this objective, TJPA will have to consider a variety of construction methodologies that may be applicable to the challenges of the project and avail themselves not only of the tried-and-true traditional methodologies, but also some of the newer techniques in underground construction developed since the EIR/EIS was approved. To this end, the tunneling /underground construction specialists to be engaged under this appropriation will participate in the charrette sessions to suggest alternatives for consideration and provide peer review of the subsequent alternative development.

Another area of focus will be the Funding Plan Update. With the federal funding uncertainties related to the current administration, alternative project delivery methods, including P3, should be revisited. Our funding specialists will work together with TJPA staff and consultants to assist in the development of realistic funding plans based on a variety of delivery methods.

Staff intends to issue Task Orders to prequalified firms from the On-Call Project Management Services/General Engineering approved consultant list recently approved by the Board. With the additional technical oversight provided under this appropriation SFCTA staff will better be able to advise the Board on decisions regarding support and funding for this critical project.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount: \_\_\_\_\_

**Please describe and justify the necessary amendment:**

The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. The subject request for funds to enhance oversight and peer review of the DTX requires an exception to this policy.



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

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering. This request is intended to support enhanced oversight and peer review of the DTX scope of work under two concurrent TJPA allocation requests that advance preliminary engineering. That work is anticipated to be completed by December 2017.



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

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 200,000		\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>

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

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 200,000	\$ -	
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 200,000</b>	<b>\$ -</b>	

**% Complete of Design:** 58% as of 5/31/2016  
**Expected Useful Life:** 70 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

For Design Engineering Phase:

Project Name: Downtown Extension - Additional Oversight/Peer Review

PROJECT BUDGET - DTX PE Technical Studies Enhanced Oversight Cost Estimate

BUDGET SUMMARY				
Category	Unit Cost	No. Hours	Cost	
<b>1) Tunneling Concept Review</b>				
Project Manager	\$ 313	40	\$	12,506
Principal Tunnel Engineer	\$ 303	80	\$	24,244
Principal Geo-Structural Engineer	\$ 313	80	\$	25,009
Tunneling Concept Review SUB-TOTAL			\$	61,758
<b>2) Cost Estimate Update Review</b>				
Project Manager	\$ 280	60	\$	16,774
Cost Estimator	\$ 235	120	\$	28,258
Cost Estimate SUB-TOTAL			\$	45,031
<b>3) Funding Plan Development</b>				
Project Manager	\$ 300	40	\$	12,000
Value-for-Money Lead	\$ 275	80	\$	22,000
Funding Plan SUB-TOTAL			\$	34,000
<b>4) ROW Acquisition Cost Estimate Update Review</b>				
Principal Consultant	\$ 240	24	\$	5,768
Managing Consultant	\$ 189	40	\$	7,542
Appraisal	\$ 131	60	\$	7,842
ROW Acquisition SUB-TOTAL			\$	21,152
<b>Oversight Cost SUB-TOTAL</b>			\$	<b>161,942</b>
20% Contingency			\$	32,388
<b>Oversight Cost TOTAL</b>			\$	<b>194,330</b>
			<b>ROUNDED</b>	<b>\$ 200,000</b>

## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
<b>Transit Center Building (TCB)</b>			<b>\$247,203,907</b>
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
<b>Subtotal DTX and TCB Construction excluding escalation</b>	<b>\$1,503,991,865</b>	<b>\$210,990,942</b>	<b>\$1,714,981,807</b>
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
<b>Subtotal DTX and TCB Construction including escalation</b>			<b>\$2,298,239,643</b>
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
<b>Subtotal Program Costs</b>			<b>\$3,081,543,562</b>
Construction Contingency @ 10%			\$229,823,964
<b>Program Reserve @ 15% of Subtotal Program Costs</b>			<b>\$462,231,534</b>
<b>Total Program Cost excluding BART/Muni Pedestrian Connector</b>			<b>\$3,773,599,061</b>
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/15/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 200,000	Design Engineering (PS&E)
	<b>Total:</b>	<b>\$ 200,000</b>	

**Total Prop K Funds:** \$ 200,000                      **Total Prop AA Funds:** \$ -

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

**Fund Expiration Date:** 6/30/2018      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

Action	Amount	Fiscal Year	Phase

Trigger: 

--

**Deliverables:**

- |    |   |
|----|---|
| 1. | Provide monthly report detailing cost and progress for each task order to be issued to the SFCTA's on-call PMO/general engineering services consultants to support the scope of work. |
| 2. | TBD - memos and documentation as requested to support reporting out of oversight activities and recommendations to the Board.   |
| 3. |   |
| 4. |   |
| 5. |   |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. |
| 2. |   |
| 3. |   |
| 4. |   |

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

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

**Last Updated:** 3/15/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

**Notes:**

1.
2.

Metric	Prop K	Prop AA
<b>Actual Leveraging - Current Request</b>	0.00%	No Prop AA
<b>Actual Leveraging - This Project</b>	See Above	See Above

**SFCTA Project**

**Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-901xxx      **Name:** Downtown Extension - Additional Oversight/Peer Review

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$100,000	\$100,000				<b>\$200,000</b>

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

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

**Current Prop K Request:** \$ 200,000

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

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Eric Cordoba

Steve Rehn

Title: Deputy Director for Capital Projects

Senior Transportation Planner

Phone: \_\_\_\_\_

\_\_\_\_\_

Email: [Eric.Cordoba@sfcta.org](mailto:Eric.Cordoba@sfcta.org)

[Steve.Rehn@sfcta.org](mailto:Steve.Rehn@sfcta.org)





Tunneling Study Scope





Railyard Alternatives and I-280 Boulevard Feasibility Study



# Memorandum

**Date:** 04.05.17 **RE:** Board  
April 11, 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*  
Anna LaForte – Deputy Director for Policy and Programming *AL*

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

**Subject:** **ACTION** – Allocate \$5,464,675 in Prop K Funds, with Conditions, for the Downtown Extension Including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and Appropriate \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for preliminary engineering of the Caltrain Downtown Extension (DTX) to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. TJPA expects to complete the tunneling study in about three months following issuance of a Notice to Proceed and will report back to the Board when the study is completed. We are proposing similar special conditions as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. In addition, we are requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call oversight and engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right of way acquisition, and funding to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage. There have been no changes to the requests since they were presented to the Board as an information item at its March 21 meeting.

## BACKGROUND

This item was previously considered by the Board at its January 24, 2017 meeting and continued in order to allow more time to brief Commissioners and to be able to consider the item after receiving a presentation by the San Francisco Planning Department on its Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). Subsequently, Chair Peskin also requested that the Peninsula Joint Powers Board provide an update on the status of the Full Funding Grant Agreement for the Peninsula Corridor Electrification Project at the same meeting as the Downtown Extension (DTX) and RAB item. All three

items were presented for information at the March 21 Board meeting.

The Prop K transportation sales tax funds being requested by the Transbay Joint Powers Authority (TJPA) and Transportation Authority staff come from the following Prop K Expenditure Plan line item:

- Downtown Extension to Rebuilt Transbay Terminal

The aforementioned category is a named project in the Prop K Expenditure Plan with its own line item and does not require a 5-Year Prioritization Program as a prerequisite for allocation of funds. TJPA is the lead for implementing the Transbay Transit Center (TTC) Program. Phase 1 includes design and construction of the above-grade portion of the TTC, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets, completes the build-out of the below-grade train station facilities at the TTC, and builds a new underground station along the DTW alignment and an intercity bus facility.

## DISCUSSION

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for the preliminary engineering of the Caltrain Downtown Extension project to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's RAB study. As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. The results of this study will also be used to inform the alternatives being studied under RAB and support more "apples to apples" evaluation of the DTX alignment with those being evaluated by RAB. TJPA expects to complete that study in about three months of issuing a Notice to Proceed and will report back to the Board when the study is completed.

We are also requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call project management oversight and general engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right-of-way, and funding/financing to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the projects are included in the Allocation Request Forms (Attachment 5).

Proposed Special Conditions: Attachment 3 summarizes the proposed staff recommendations for the requests, highlighting special conditions included in the staff recommendation. We are proposing similar special conditions for the DTX allocations to TJPA as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. The oversight protocol applies to both the TTC and the DTX. It is modeled after the oversight protocol used for the Central Subway and the Caltrain Electrification project. TJPA has agreed to the oversight protocol, and it is already being implemented.

Transportation Authority and TJPA staff will attend the Board meeting to respond to any questions that the Board members may have.

## ALTERNATIVES

1. Allocate \$5,464,675 in Prop K funds, with conditions, for the Downtown Extension including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and appropriate \$200,000 for oversight of the Downtown Extension, subject to the attached fiscal year cash flow distribution schedules, as requested.
2. Allocate \$5,464,675 in Prop K funds, with conditions, for the Downtown Extension including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and appropriate \$200,000 for oversight of the Downtown Extension, 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 TJPA's original request for \$6,774,400 for preliminary engineering for the DTX at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation. The CAC was briefed on the subject three requests at its March 22 meeting. While it was an information item, CAC members expressed support for the allocations and appropriation. The CAC was also updated on the Caltrain Peninsula Corridor Electrification Program Full Funding Grant Agreement at its March meeting and will hear an update on the RAB Study at an upcoming meeting.

## FINANCIAL IMPACTS

The Downtown Extension – Preliminary Engineering request requires a Strategic Plan amendment to advance \$3,040,777 from Fiscal Year (FY) 2033/34 to FY 2016/17, as described in Attachment 3. The amendment would increase financing costs in the Downtown Extension to a Rebuilt Transbay Terminal category by 0.5% from 8.65% to 9.15% over the 30-year life of the Prop K Expenditure Plan. These requested changes result in a minor increase of \$1,545,438 in finance costs to the Prop K program as a whole, which is a 0.06% increase in the amount of Prop K funds spent on financing over the life of the program (see Attachment 5 for details).

This action would allocate \$5,464,675 in FY 2016/17 Prop K sales tax funds and appropriate \$200,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary - FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## RECOMMENDATION

Allocate \$5,464,675 in Prop K funds, with conditions, for the Downtown Extension including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and appropriate

\$200,000 for oversight of the Downtown Extension, subject to the attached fiscal year cash flow distribution schedules.

Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Proposed Amended Strategic Plan
6. Prop K Allocation Request Forms (3)



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RESOLUTION ADOPTING THE ALEMANY INTERCHANGE IMPROVEMENT STUDY  
[NTIP PLANNING] FINAL REPORT

WHEREAS, The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, This Study was initiated by the Portola Neighborhood Association (PNA), along with other community groups, and addresses safety and accessibility across and along Alemany Boulevard where U.S. 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect, which presents major challenges to pedestrian and bicyclist safety and accessibility; and

WHEREAS, The planning effort was led by the Transportation Authority and coordinated closely with the California Department of Transportation (Caltrans) District 4, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Public Works (SFPW); and

WHEREAS, The Study recommendations are based on technical feasibility, safety analysis, and stakeholder and community groups' input and are separated into two phases, Phase 1 and Phase 2, due to their complexity; and

WHEREAS, Phase 1 recommendations include: buffered bicycle lanes from Putnam Street to Bayshore Boulevard to fill the bicycle network gap on Alemany Boulevard, two vehicle lanes (reduced from three) in each direction on Alemany Boulevard from Putnam Street to Bayshore Boulevard, and high-visibility crosswalks and painted curb extensions to realign and reduce vehicle speed at the study intersections; and

WHEREAS, Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Market, a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard, and a pedestrian signal and high-visibility



crosswalk on eastbound of Alemany Boulevard; and

WHEREAS, The total cost for Phase 1, which is funded with NTIP Capital funds and scheduled to be completed by mid-2018, is approximately \$277,000 and includes SFMTA planning/engineering/design support, removal of existing striping, installation of safe hit posts and new striping markings; and

WHEREAS, The total cost for Phase 2 is approximately \$2.2 million, which would include SFPW and SFMTA design and engineering, building of an asphalt/concrete path, installation of new path lighting, new pavement striping, and installation of new pedestrian signals and associated electric/construction; and

WHEREAS, The first step of Phase 2 is funded with \$100,000 from the General Fund and it includes a project location survey and preliminary path design, which among other issues needs to determine where the path should be located to least be impacted by flooding that occurs in the area; and

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

RESOLVED, That the Transportation Authority hereby adopts the enclosed Alemany Interchange Improvement Study [NTIP Planning] 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. Alemany Interchange Improvement Study [NTIP Planning] Final Report





# Memorandum

**Date:** 04.03.17 **RE:** Board  
April 11, 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 *JH*

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

**Subject:** **ACTION** – Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report

## Summary

The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos 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. This community-driven project addresses concerns about safety and access across and along Alemany Boulevard between Bayshore Boulevard and Putnam Street, which provides access to Alemany Farmers Market. This portion of Alemany, where U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The freeways and vehicle-oriented street design present barriers between the surrounding neighborhoods and limit crossing opportunities, requiring pedestrians, bicyclists, and transit riders to navigate a circuitous maze of high-speed streets and ramps. The Study has identified two phases for improvements through this corridor. Phase 1 recommendations include: extend the existing Alemany bicycle lanes from west of Putnam to connect to existing bicycle lanes on Bayshore Boulevard; reduce Alemany vehicle lanes from three to two in each direction; and restripe for multimodal improvements and traffic calming at intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Farmers Market, with a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step would include a project location survey and preliminary path design. Throughout the project, we collaborated with various community groups including Portola Neighborhood Association, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmers Market. The final report is included as an enclosure in this packet.

## BACKGROUND

The Alemany Interchange Improvement Study was recommended by former Commissioner Campos 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 addresses safety and accessibility across and along Alemany Boulevard between Putnam Street and Bayshore Boulevard – access routes to the Alemany Farmer’s Market. This portion of Alemany Boulevard, where U.S. 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicyclist safety and accessibility. The major barriers for pedestrian and bicyclists include limited crossing opportunities for pedestrians and bicyclists; three wide vehicle lanes in each direction, allowing for high-speed driving; narrow sidewalks; and shared lanes for bicycle access that leave pedestrians and bicyclists exposed to highway-like conditions.

## DISCUSSION

This study was initiated by the Portola Neighborhood Association (PNA), along with other community groups, and is funded by both NTIP Planning funds and District 9 funds from the General Fund. The planning effort was led by the Transportation Authority and coordinated closely with California Department of Transportation (Caltrans) District 4, San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW). Throughout the project, the Transportation Authority collaborated with various community groups including PNA, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmer’s Market. This ongoing community engagement provided the project team with opportunities to refine project analysis and recommendations, and to build a coalition of support within the community.

**Existing Conditions:** Alemany Boulevard has a bicycle network connectivity gap between Putnam Street and Bayshore Boulevard. Alemany Boulevard is a designated east-west bicycle route, connecting to the Bayshore Boulevard north-south bicycle route, just east of the interchange. The double-striped buffered bike lane west of the Alemany Boulevard interchange ends at the Alemany Boulevard and Putnam Street/I-280 off-ramp intersection. “Sharrows” on Alemany Boulevard, between Putnam Street and Bayshore Boulevard, offer some wayfinding guidance to bicyclists through the interchange, but provide no separation from vehicles in the three-lane arterial. Bicyclists are either exposed to high-speed traffic, freeway-bound vehicles, and a circuitous maze of merging lanes and highway ramps; or choose to ride on sidewalks.

Currently, no pedestrian or bicycle infrastructure directly connects the Alemany Market, a major destination located on the northwest side of the interchange, to San Bruno Avenue nor to neighborhoods to the south. The existing pedestrian route requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk at San Bruno Avenue. Instead, many pedestrians follow an informal path along a dirt trail through the interchange that requires crossing multiple uncontrolled lanes of fast-moving traffic. Because of the curving roadway alignment, the pedestrian and vehicle visibility is very poor at the informal crossing to the Alemany Market.

**Recommendations:** The study recommendations are based on technical feasibility, safety analysis, and stakeholder and community groups’ input. The recommendations are separated into two phases, Phase 1 and Phase 2, based on their complexity.

Phase 1 recommendations include: buffered bicycle lanes from Putnam Street to Bayshore Boulevard to fill the bicycle network gap on Alemany Boulevard; two vehicle lanes (reduced from three) in each direction on Alemany Boulevard from Putnam Street to Bayshore Boulevard; and high visibility crosswalks and painted curb extensions to realign and reduce vehicle speed at the study intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany

Market; a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard; and a pedestrian signal and high visibility crosswalk on eastbound of Alemany Boulevard.

The study team completed a traffic analysis for the study area intersections. While the proposed design is expected to increase delay at some study intersections, all intersections would maintain acceptable levels of delay for peak hour conditions.

**Cost/Funding:** The total cost for Phase 1 is approximately \$277,000 including SFMTA planning/engineering/design support, removal of existing striping, installation of safe hit posts and new striping markings. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018.

The total cost for Phase 2 is approximately \$2.2 million. This estimate includes SFPW and SFMTA design and engineering, building of an asphalt/concrete path, installation of new path lighting, new pavement striping, and installation of new pedestrian signals and associated electric/construction. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step includes a project location survey and preliminary path design. Since there is history of flooding in the project area, the project location survey would determine where the path should be located to least be impacted by flooding. Preliminary design led by SFPW will include specified path location from the survey and updates from other ongoing projects in the area such as Caltrans U.S. 101 Deck Replacement project at the Alemany Circle Undercrossing. Preliminary design is expected to begin by fall of 2017. Potential funding sources for Phase 2 include but are not limited to the Transportation Fund for Clean Air (TFCA) County Program, Active Transportation Program (ATP), General Fund, future cycles of the One Bay Area Grant (OBAG) program, Prop AA vehicle registration fees, and Prop K sales tax funds.

## ALTERNATIVES

1. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report, as requested.
2. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

## FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

## CAC POSITION

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

## RECOMMENDATION

Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Alemany Interchange Improvement Study



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RESOLUTION ADOPTING THE WESTERN ADDITION COMMUNITY-BASED  
TRANSPORTATION PLAN [NTIP PLANNING] FINAL REPORT

WHEREAS, The Western Addition Community-Based Transportation Plan (CBTP) (Plan) was recommended by Commissioner Breed for \$100,000 in Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The Plan builds on previous plans and projects by the San Francisco Planning Department, Recreation and Park Department, the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority that are relevant to the Western Addition; and

WHEREAS, The Western Addition CBTP was led by the SFMTA in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee; and

WHEREAS, To identify the community's ideal transportation improvements, the project team developed a three-phase community design process to gather feedback that funnels resident's transportation priorities to location-specific improvement projects; and

WHEREAS, Based on community input and technical expertise, the project team recommended transportation solutions for the Western Addition neighborhood reflective of the needs of the community and existing street conditions; and

WHEREAS, All of the proposed improvements aim to enhance pedestrian safety, transportation connections and community space and initial designs were divided into three implementation phases based on level of intensity and cost; and

WHEREAS, The quick, cost-effective improvements are scheduled for near-term implementation, while larger corridor projects and community connections that require additional design review, public notice and Board approvals are to take place in phases two (mid-term) and three



(long-term) as funding becomes available; and

WHEREAS, The goal for the plan is to have all three phases of implementation complete and constructed within a consecutive five-year period following this plan, creating a safer, more accessible and livable Western Addition; and

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

RESOLVED, That the Transportation Authority hereby adopts the enclosed Western Addition Community-Based Transportation Plan [NTIP Planning] 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. Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report



# Memorandum

**Date:** 04.03.17 **RE:** Board  
April 11, 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** – Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report

## Summary

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed 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). The project was led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. It included a transportation planning analysis and community engagement process to develop near-, mid- and long-term improvement packages to enhance pedestrian safety, transportation connections, and community space within the project area. The SFMTA has identified funding in its Capital Improvement Plan to advance some of the recommendations, and the draft 2017 Prop AA Strategic Plan includes funding to implement pedestrian lighting on one or more corridors in the project area. The final report is included as an enclosure in this packet.

## BACKGROUND

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed for \$100,000 in Prop K half-cent 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). Additional funding for the project came from a Metropolitan Transportation Commission (MTC) Community-Based Transportation Planning Grant.

The Western Addition CBTP was designed to address the findings of the MTC's 2001 Lifeline Transportation Network Report and MTC's 2001 Regional Transportation Plan's Environmental Justice Report. Both reports focused on the need to promote equity and support neighborhood-planning efforts in low-income communities throughout the Bay Area, in order to improve access to education and economic opportunity.

The Western Addition CBTP builds on previous plans and projects by the San Francisco Planning Department, Recreation and Park Department, the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority, relevant to the Western Addition. Some of these plans and projects include the Octavia Boulevard Enhancement Project, Green Connections Plan, Buchanan Street Mall Activation Project, Muni Equity Strategy and 5 Fulton Rapid Project as well as citywide efforts like Muni Forward, Vision Zero and WalkFirst. Community engagement efforts from these previous documents provided a starting point for strategies to engage with the community.

## DISCUSSION

The Western Addition CBTP was led by the SFMTA in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. The project area is roughly bounded by Gough Street to the east, Divisadero to the west, Sutter and segments of Pine Streets to the north, and as far south as Haight Street. For ten months, the project team worked with Mo'MAGIC to collaborate directly with community members to identify transportation challenges and solutions. Mo'MAGIC helped connect the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers.

To identify the community's ideal transportation improvements, the project team developed a three-phase community design process to gather feedback that funnels resident's transportation priorities to location-specific improvement projects. Each phase gathered specific community feedback that would then be used to create a package of physical improvements.

- Phase 1: Establish community transportation goal and priorities
- Phase 2: Identify location-specific transportation issues and solutions
- Phase 3: Evaluate street designs and prioritize improvements

The project team obtained a broad understanding of the community's transportation challenges and their ideal solutions.

In addition to the community input, the project team received guidance from Commissioner Breed and received additional support from the project's Technical Advisory Committee, which consisted of City staff from the Planning Department, the Transportation Authority, SF Public Utilities Commission, and the SFMTA's Transit Division and Livable Streets. Based on community input and technical expertise, the project team recommended transportation solutions for the Western Addition neighborhood reflective of the needs of the community and existing street conditions. All the proposed improvements aim to enhance pedestrian safety, transportation connections and community space.

The initial designs were divided into three implementation phases based on level of intensity and cost. Quick, cost-effective improvements are scheduled for near-term implementation, while larger corridor projects and community connections that require additional design review, public notice and Board approvals are to take place in phases two and three as funding becomes available. The goal for the plan is to have all three phases of implementation complete and constructed within a consecutive five-year period following this plan, creating a safer, more accessible and livable Western Addition.

**Near-term improvements:** The goal of near-term improvements proposed for the Western Addition community is to immediately improve street safety through low-cost, effective interventions, while simultaneously planning for more comprehensive, longer-term improvements. These improvements are proposed at 41 different intersections throughout the project area and shown on page 101 of the enclosed



report. Examples of near-term improvements include leading pedestrian intervals on the Webster and Gough Street corridors, continental crosswalks, and daylighting which is a pedestrian safety measure to paint red curbs immediately adjacent to the crosswalks to drivers' ability to see pedestrians as they approach an intersection. The total cost of the near-term improvements is estimated at \$463,000. Full funding has been secured for this work.

**Mid-term improvements:** Proposed mid-term improvements include a three- to two- lane road conversion on Golden Gate Avenue between Divisadero and Gough Street which could provide the opportunity for an eastbound bike lane, edge lines on Turk Street, pedestrian countdown signals and rectangular rapid flashing beacons. These measures, shown on page 106 of the enclosed report, aim to create a safer and more connected transportation network within the Western Addition. The total cost of the mid-term improvements is estimated at \$1,659,000. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

**Long-term improvements:** Long-term improvements are more capital intensive projects that will further enhance transportation safety and strengthen connections to parks and playgrounds within the Western Addition. The three efforts proposed for these long-term improvements are Laguna Street and Buchanan Mall Community Connections and a pedestrian lighting effort, Walkable Western Addition, the latter of which is recommended for \$987,000 in Prop AA funds in the draft 2017 Prop AA Strategic Plan. The total cost of the long-term improvements is estimated at \$10,267,867. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

## ALTERNATIVES

1. Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, as requested.
2. Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

## FINANCIAL IMPACTS

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

## CAC POSITION

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

## RECOMMENDATION

Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Western Addition Community-Based Transportation Plan



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RESOLUTION ADOPTING THE COMMUNITY OF CONCERN BOUNDARIES FOR SAN FRANCISCO

WHEREAS, The Metropolitan Transportation Commission (MTC) has conducted an equity analysis to identify a series of disadvantaged communities or “Communities of Concern (CoCs)” in compliance with federal civil rights and environmental justice laws; and

WHEREAS, MTC prioritizes projects in or serving CoCs for several competitive grants that are distributed through Congestion Management Agencies; and

WHEREAS, As a regional planning authority, MTC’s analysis measured disadvantaged communities at a larger geography (i.e., census tracts), however that methodology does not fully capture many of San Francisco’s disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods; and

WHEREAS, Projects within or serving these unidentified communities are unable to receive the same level of priority as MTC’s official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts; and

WHEREAS, To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC’s 2017 CoC definition, staff conducted an analysis using the same factors and thresholds as MTC’s analysis, but at the more fine-grained block group level rather than at the broader census tract level; and

WHEREAS, This analysis more accurately captures San Francisco’s disadvantaged communities, particularly when they are immediately adjacent to more affluent areas; and

WHEREAS, The proposed CoC boundaries for San Francisco are included as Attachment 1; and

WHEREAS, Board adoption of the updated boundaries will enable these communities to be



considered by MTC as official CoCs and increase competitiveness of projects serving those communities during competitive grants; and

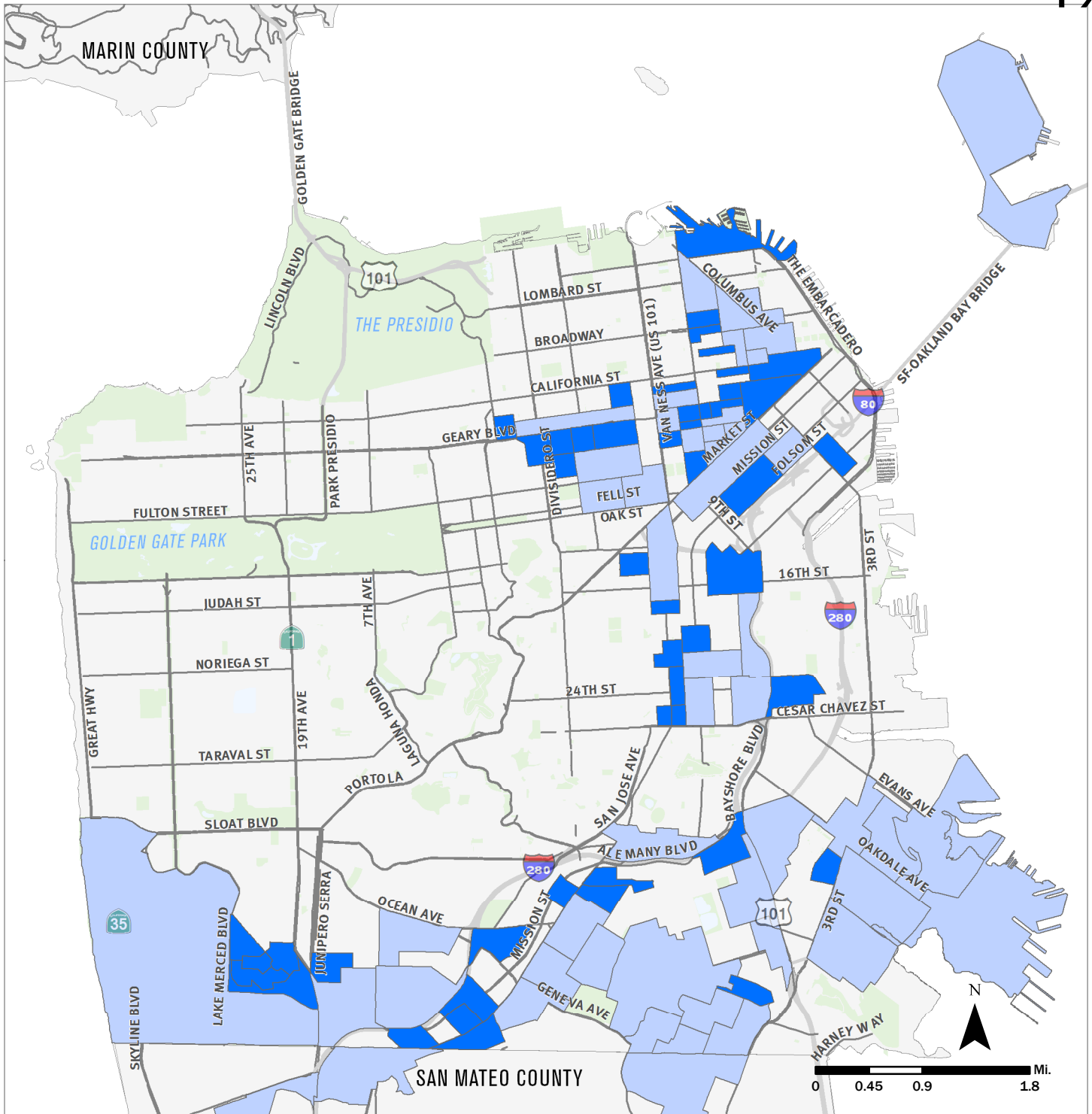
WHEREAS, At its March 22, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the attached community of concern boundaries for San Francisco; and be it further

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

Attachment:

1. Proposed San Francisco Communities of Concern



# Proposed San Francisco Communities of Concern 2017

- SFCTA 2017 supplemental Communities of Concern Boundaries
- MTC 2017 Communities of Concern (Modified)
- Parks and Open Space



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
 1455 Market Street, 22nd Floor, San Francisco, CA 94103  
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# Memorandum

Date: 04.03.17 RE: Board  
April 11, 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 Division *JH*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Adopt the Community of Concern Boundaries for San Francisco

## Summary

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis to identify a series of disadvantaged communities or “Communities of Concern (CoCs)” in compliance with federal civil rights and environmental justice laws. MTC prioritizes projects in or serving CoCs for several competitive grants that are distributed through Congestion Management Agencies. As a regional planning authority, MTC’s analysis measured disadvantaged communities at a larger geography – census tracts; however, that methodology does not fully capture many of San Francisco’s disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC’s official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts. Conducting a similar analysis at a more fine-grain level – the census block-group level – more accurately captures San Francisco’s disadvantaged communities, particularly when they are immediately adjacent to more affluent areas. The Board adoption of the updated boundaries will enable these communities to be considered by MTC as official CoCs and increase competitiveness of projects serving those communities during competitive grants.

## BACKGROUND

### MTC Equity Analysis and Communities of Concern Definitions

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. The results of this equity analysis have identified a series of disadvantaged communities or “Communities of Concern (CoCs).” The definition of CoC has evolved over the last twenty years to better capture concentrations of low-income, minority communities using various census data. Consequently, as that definition has shifted, alongside changes in urban development and demographics captured with each iteration of the Census, the boundaries of CoCs have also changed.

For additional information, Attachment 1 provides an explanation of the various MTC CoC definitions; Attachment 2 illustrates MTC’s 2013 CoC boundaries in San Francisco; and Attachment 3 illustrates MTC’s 2017 CoC boundaries in San Francisco.

### CoCs in Planning and Funding

Projects within CoCs can receive regional transportation funding prioritization: MTC prioritizes projects that are

located within or serve CoCs for many of its own competitive grant programs and for the regional grant programs that distribute funds through Congestion Management Agencies (including the Transportation Authority). These programs include the One Bay Area Grant (OBAG) program, which has funded projects such as the Chinatown Broadway Street Design; and the Lifeline Transportation Program (LTP), which has funded projects that have enhanced Treasure Island bus service and improved the Balboa Park transit station. CoCs are also eligible to receive regional community-based transportation planning grant funding, which recently included the Western Addition Community-Based Transportation Plan. Moreover, some external grant programs, such as the state Active Transportation Program, assign higher scores for projects in disadvantaged communities, and MTC has used its CoC designation as a proxy for this when allowed.

CoC designation can play an important tool for inclusion in Plan Bay Area's investment strategy: MTC is currently working on the update to the Regional Transportation Plan (known as Plan Bay Area 2040 or PBA 2040). This plan identifies targets for the region as it grows in employment and population, including several equity targets. The plan's investment strategy is compiled by assessing proposed projects and programs from across the Bay Area according to how well they meet these targets, and using a benefit-cost assessment. Low-scoring projects need to make a compelling case for inclusion in that investment strategy, or they will be excluded from the plan and subsequently from certain funding opportunities. One of the cases that can be made for low-scoring projects seeking inclusion is that projects improve mobility and reduce emissions in Communities of Concern. For Plan Bay Area 2040, the Southeast Waterfront Transportation Improvements and the Geneva-Harney Bus Rapid Transit and Corridor Improvements were upgraded from low- to medium-performers based on these criteria, and therefore are included in the draft transportation investment strategy.

Neighborhoods within CoCs are included in the Neighborhood Transportation Improvement Program: The Transportation Authority's Prop K sales tax-funded Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan and to the public's and Board's desire for more focus on neighborhoods, especially on CoCs and other underserved neighborhoods. NTIP planning funds are specifically available for planning efforts that improve mobility for CoCs or other underserved neighborhoods and vulnerable populations. NTIP planning funds have been used both as match funding for some of the Community-Based Transportation Plan (CBTP)-funded plans (including the Western Addition CBTP) and to independently fully-fund projects in CoCs (such as the Pedestrian Safety in SOMA Youth and Family Zone plans).

SF City and County Agencies use CoC definition in local planning activities: CoCs are used in the process of defining the geographic distribution of traffic collisions in terms of equity, including calculating the percent of the city's Vision Zero High-Injury Network that are present in CoCs.

The San Francisco Municipal Transportation Agency's (SFMTA's) 2014 Muni Equity Strategy was developed in a parallel process using similar data. Though it wasn't derived from MTC's CoC thresholds, the resulting map closely corresponds to the existing and proposed CoC designations.

## DISCUSSION

As a regional planning authority, MTC's equity analysis measured disadvantaged communities at a larger geography – census tracts; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to

receive the same level of priority as MTC's official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts. Conducting a similar analysis at a more fine-grain level – the census block-group level – more accurately captures San Francisco's disadvantaged communities, particularly when they are immediately adjacent to more affluent areas.

### **Block Group Analysis**

To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC's 2017 CoC definition, we conducted an analysis using the same factors and thresholds as MTC's analysis, but at the more fine-grained block group level rather than at the broader census tract level. Our analysis was coordinated with the SFMTA, MTC and Planning Department. Any block group meeting MTC's thresholds that was part of a contiguous set of block groups with a combined population of at least 10,000 residents was added as a CoC. Non-contiguous block groups that together contain less than 10,000 residents were not included in the CoC definition. As a result, one census tract that was identified in MTC's 2017 CoC definition and had a population of less than 10,000 residents was not included in the San Francisco-specific CoC definition, which was the Sea Cliff neighborhood.

In sum, the proposed San Francisco County CoC definition (Attachment 4) includes the following criteria:

- 1) Census tracts already identified as CoCs per MTC's 2017 update and with a population of at least 10,000; and
- 2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

**Next Steps:** Should the Board adopt the proposed CoC definition for San Francisco, MTC would consider the updated boundaries official and start using those new boundaries for CoC-related scoring of applicable grant programs and CBTP planning grants. Also, MTC will incorporate the updated local boundaries in the next round of the PBA update.

### **ALTERNATIVES**

1. Adopt the Communities of Concern Boundaries for San Francisco, as requested.
2. Adopt the Communities of Concern Boundaries for San Francisco, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

The recommended action would have no impact on the adopted Fiscal Year 2016/17 budget.

### **CAC POSITION**

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

### **RECOMMENDATION**

Adopt the Communities of Concern Boundaries for San Francisco.



Attachments (4):

1. MTC Communities of Concern Methodology
2. MTC Communities of Concern 2013
3. MTC Communities of Concern 2017
4. Proposed San Francisco Communities of Concern

## Attachment 1: MTC Communities of Concern Methodology

### MTC Equity Analysis and Communities of Concern Definitions

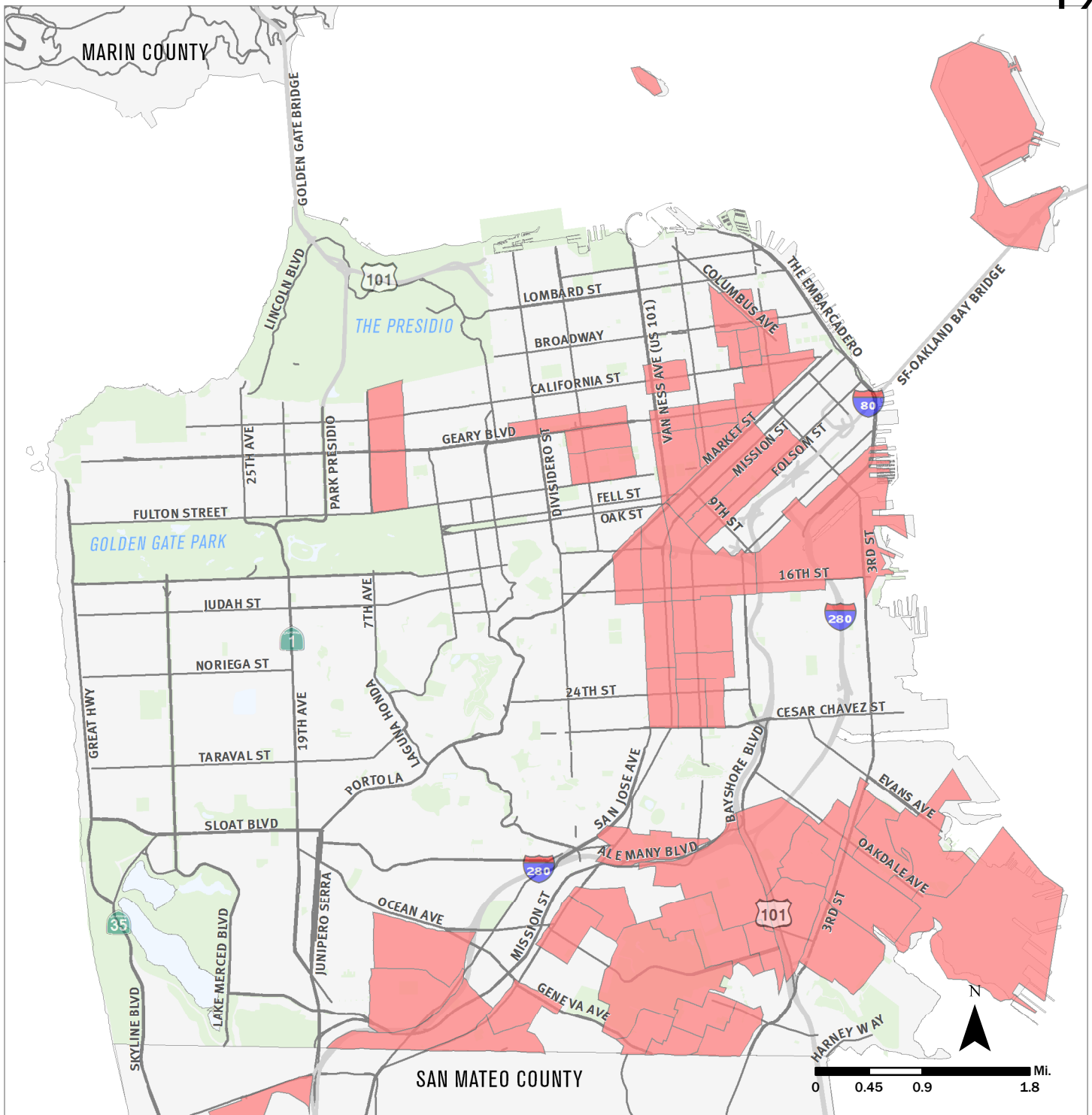
The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. The results of this equity analysis have identified a series of disadvantaged communities or “Communities of Concern (CoCs).” The definition of CoC has evolved over the last twenty years: the 1999, 2003 and 2007 Regional Transportation Plans defined census tracts with *either* 70% minority or 30% low-income households as CoCs. In 2013, CoCs were defined as any census tract with concentrations of 70% minority population *and* 30% low-income households, *or* census tracts with four or more “disadvantaged factors” (see Table 1).

**Table 1: Communities of Concern Framework for Plan Bay Area 2013**

Disadvantaged Factor	Concentration Threshold
Minority	70%
Low Income (<200% Federal Poverty Level)	30%
Limited English Proficiency	20%
Zero-Vehicle Household	10%
Seniors 75 Years and Over	10%
People with Disability	25%
Single-Parent Family	20%
Cost-Burdened Renter	15%
<i>CoC is defined either as 1) census tracts with a concentration of both Minority and low income populations; or 2) census tracts with concentrations of any four disadvantaged factors.</i>	
<i>Concentration thresholds are based on one half standard deviation above the regional population's mean.</i>	

Plan Bay Area 2040 has since updated its definition of CoCs to reflect the changes in Bay Area population. Now, MTC defines CoCs as any census tract that either 1) has both a concentration of minority AND low income households or 2) has a concentration of low-income households and three of the remaining 6 disadvantaged factors. For clarification, the difference in this new definition is that previously communities could meet ANY of four disadvantaged factors; however, now, they must contain at least the low-income concentration and then any other three disadvantaged factors.

Attachment 2 illustrates MTC's 2013 Communities of Concern boundaries and Attachment 3 illustrates MTC's 2017 Communities of Concern Boundaries.

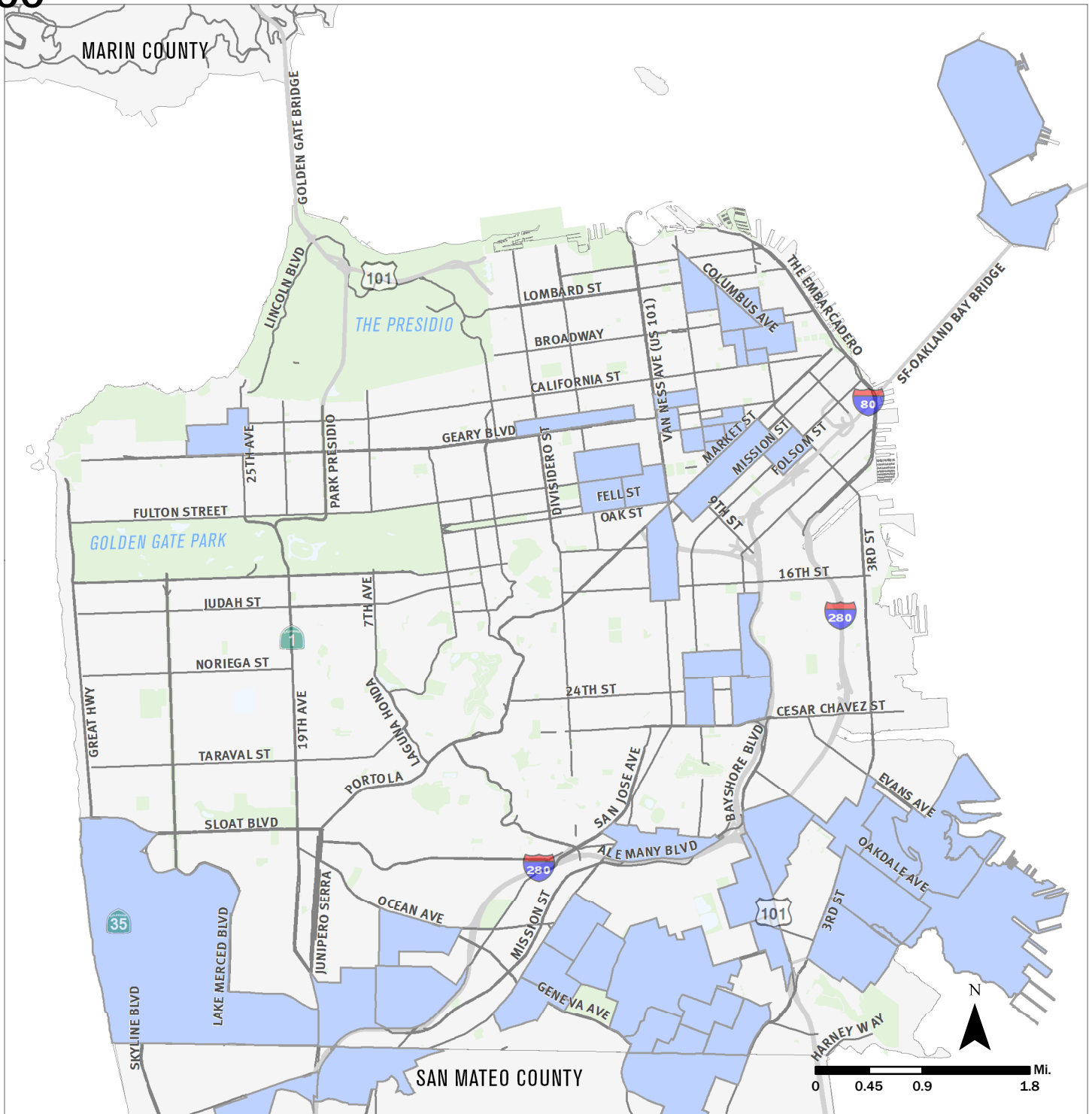


# MTC Communities of Concern 2013

■ MTC Communities of Concern 2013  
■ Parks and Open Space



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
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# MTC Communities of Concern 2017

- MTC 2017 Communities of Concern
- Parks and Open Space



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# Memorandum

**Date:** 04.06.17 **RE:** Board  
April 11, 2017

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

**From:** Tilly Chang – Executive Director *TSC*

**Subject:** **INFORMATION/ACTION** – Proposed Independent Analysis and Oversight Contract Scope of Services

## Summary

At the January Board meeting, Chair Peskin and several Commissioners expressed a desire to contract for Independent Analysis and Oversight services, similar to the Board of Supervisors' Budget and Legislative Analyst capability. The purpose of this memorandum is to seek the Board's feedback and input on a draft scope of services for this contract. This is an information/action item.

## BACKGROUND

At the January 24, 2017 Board meeting, Chair Peskin called for the Board to engage a provider of independent analysis and oversight services, to assist in a variety of potential areas, as a means to supporting Transportation Authority Commissioners and their staffs, as well as to augment the capacity of Transportation Authority staff.

## DISCUSSION

**Proposed Scope of Services:** Modeled on the Board of Supervisors Budget and Legislative Analyst's contract, we are proposing an independent analysis and oversight contract to be administered on an as-needed task order basis. This task order-based contract is similar to other on-call contracts that we administer, e.g. for communications, planning, travel demand modeling and project management oversight/general engineering services. In this case, we would propose that the Chair or his designee approve all task orders, and may directly manage tasks or delegate task management to other Commissioners or Transportation Authority staff.

The scope for the independent analysis and oversight services would include:

- A. Capital Program
  - i. Perform fiscal analyses or special studies (benchmarking, peer reviews) of capital projects or programs
  - ii. Assess funding/financing plans for major capital projects or multi-year funding commitments
- B. Policy/Legislative
  - i. Conduct legislative or policy research on transportation topics
  - ii. Support legislative initiatives of the Transportation Authority
- C. Management/Budget

- i. Conduct management or performance audits of programs or agencies
- ii. Perform general budget analyses

**Cost, Funding and Schedule:** We propose setting the first year's budget for this contract at \$100,000, an amount that would be funded by sales tax operating funds.

With approval of the scope of services in April, we would conduct a competitive procurement, issuing a Request for Proposals by the end of the month, with the aim of bringing a recommendation to award the contract to the Board in June.

We are seeking Board feedback and input on the proposed scope of services for Independent Analysis and Oversight services.

#### **ALTERNATIVES**

None.

#### **CAC POSITION**

None. We will brief the CAC on this item at its April 26 meeting.

#### **FINANCIAL IMPACTS**

If approved at this or a subsequent Board meeting, funds for these services would be included in the proposed Fiscal Year 2017/18 budget.

#### **RECOMMENDATION**

None.

RESOLUTION URGING THE CALIFORNIA STATE LEGISLATURE TO AMEND THE CALIFORNIA VEHICLE AND PUBLIC UTILITIES CODES TO ENABLE LOCAL JURISDICTIONS TO PERMIT, CONDUCT ENFORCEMENT AND ACCESS TRIP DATA FOR TRANSPORTATION NETWORK COMPANIES

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is responsible for the operation and management of San Francisco city streets and is leading the city's Vision Zero initiative and implementation of the City's Transit First Policy, in an effort to combat traffic congestion and carbon emissions; and

WHEREAS, The San Francisco County Transportation Authority (SFCTA) is the county congestion management agency and its adopted long-range countywide transportation plan calls for study of the ridesharing sector leading to recommendations for management of this rapidly growing sector; and

WHEREAS, Pursuant to these roles, both agencies have made repeated requests to the California Public Utilities Commission (CA PUC) for annual reports submitted by each Transportation Network Company (TNC) detailing the number of rides requested by customers and accepted/not accepted by TNC drivers within each zip code where the TNC operates and the provision of trips in accessible vehicles, and the CA PUC has consistently denied these requests; and

WHEREAS, In denying local requests for TNC data, CA PUC cited the current Commission Decision (D. 13-09-045) that requires TNCs to provide verified reports to its Safety and Enforcement Division (SED) documenting operational data and requires TNCs to file these reports confidentially unless in Phase II the Commission requires public reporting from Transportation Charter Party (TCP) companies, and therefore D. 13-09-045 prohibits SED from releasing the information SFMTA and SFCTA requested; and



WHEREAS, The CA PUC further cited provisions of the California Evidence Code § 1040(b)(2) that authorize the Commission to refuse to disclose official information if disclosure is against the public interest, and stated that "...the Commission has determined that preserving confidentiality outweighs disclosure in the interests of justice at least until Phase II of this rulemaking"; and

WHEREAS, San Francisco Board of Supervisors intends to seek a public hearing on the basis of the public interest claims of the CA PUC in favor of TNCs over local jurisdictions and on the status of the Phase II Rulemaking; and

WHEREAS, There is growing concern and evidence that the large number of TNCs operating in San Francisco is having a negative effect on congestion, safety and equitable access based on 1) the City Treasurer's estimate that up to 50,000 TNC drivers are required to apply for business permits in order to drive for TNC companies, 2) corridor-level data from San Francisco International Airport (SFO) which shows that the rate of TNC use more than tripled during January 2015 to October 2016, while BART's SFO extension ridership declined over the same period; 3) news reports of TNC drivers operating for excessive hours potentially jeopardizing passenger and traffic safety; and 4) the average number of monthly paratransit trips provided by wheelchair accessible ramp taxis has declined markedly over the past three years, a decline SFMTA attributes to the rise of TNCs and decreasing availability in on-demand service for people with disabilities; and

WHEREAS, Given the scale of TNC services in California and given the small number of CA PUC transportation enforcement staff who are expected to conduct statewide enforcement of TNCs, a recent independent audit of the CA PUC's Transportation Enforcement Branch (TEB) indicated that TEB is not meeting its mandated activities; and

WHEREAS, The impact of TNC service is experienced at the local level and SFMTA has expertise in regulating private transportation modes and could enhance the public safety by conducting enforcement; and



WHEREAS, A recent study of New York City TNC activity estimated that TNCs added 600 million miles of vehicular traffic and account for 3.5% of vehicle miles driven by all vehicles and its author advises cities experiencing similar conflicts with TNCs to seek regulatory authorities to manage TNCs, among other strategies; and

WHEREAS, At its April 5, 2017 meeting, the Vision Zero Committee was briefed on the subject resolution and unanimously recommended its approval; now, therefore, be it

RESOLVED, That the SFCTA urges the California State Legislature to amend the Vehicle and Public Utilities Code to permit CA PUC to share TNC trip data with local California jurisdictions; and be it further

RESOLVED, That the SFCTA urges the California State Legislature to allow local jurisdictions to permit TNC operations and conduct enforcement as warranted to ensure safety and access, and manage congestion; and be it further

RESOLVED, That the State Legislative Advocate for the SFCTA shall advocate for this policy in coordination with the City Lobbyist; and be it further

RESOLVED, That the SFCTA hereby directs the Clerk of the Board to transmit copies to the members of San Francisco State Legislative Delegation with a request to take any and all action necessary to achieve the objectives of this resolution.