



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, September 12, 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> The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information. The minutes from the July 26, 2017 special CAC meeting are included for this item.	<b>3</b>
3.	Approve the Minutes of the July 25, 2017 Meeting – <b>ACTION*</b>	<b>9</b>
4.	Appoint One Member to the Citizens Advisory Committee – <b>ACTION*</b>	<b>19</b>
5.	Update on State and Federal Legislation – <b>INFORMATION/ACTION*</b>	<b>25</b>
6.	Allocate \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions – <b>ACTION*</b> <b>Projects:</b> (Caltrain) Ticket Vending Machine Rehabilitation Program (\$99,000); Transit Asset Management Plan (\$420,000); Maintenance Facility State of Good Repair (\$644,426); Tunnel 1 & 4 Track and Drainage Rehabilitation (\$1,258,298); F40 Locomotive State of Good Repair (\$388,650); Passenger Cars State of Good Repair (\$785,095); Systemwide Station Improvements (\$155,664); Systemwide Track Rehabilitation (\$700,000); Railroad Communication System State of Good Repair (\$100,000); Grade Crossing Improvements (\$228,867); Napoleon Street Bridge Replacement (\$220,000) (SFMTA) California Street Laurel Village Improvement Project – Traffic Signals (\$500,000); Safe Streets Project Evaluation Program (\$320,000)	<b>27</b>
7.	Program \$20.793 Million in San Francisco’s One Bay Area Grant Cycle 2 Funds to Four Projects and Amend the Prop AA Strategic Plan – <b>ACTION*</b> <b>Projects:</b> Better Market Street (\$15.980 million); San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) (\$2.062 million); Embarcadero Station: New Northside Platform Elevator and Faregates (\$2 million); San Francisco Safe Routes to School Capital Improvements (\$751,246)	<b>43</b>

## Board Meeting Agenda

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| 8.  | Authorize the Issuance and Sale of Senior Limited Tax Bonds in an Amount Not to Exceed \$255 million, the Execution and Delivery of Legal Documents Relating Thereto, and the Taking of All Other Actions Appropriate or Necessary in Connection Therewith – <b>ACTION*</b> | 69 |
| 9.  | Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – <b>ACTION*</b>   | 87 |
| 10. | 2017 San Francisco Transportation Plan Update – <b>INFORMATION*</b>   | 91 |

**Other Items**

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

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

12. Public Comment
13. Adjournment

**\*Additional Materials**


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

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, July 26, 2017

### 1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:03 p.m.

CAC Members present: Myla Ablog, Becky Hogue, Peter Sachs, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier (6)

CAC Members Absent: Brian Larkin (entered during Item 2), Peter Tannen (entered during Item 2), John Larson and Santiago Lerma (4)

Transportation Authority staff members present were Anna LaForte, Maria Lombardo, Aprile Smith, Oscar Quintanilla, and Steve Stamos.

### 2. Chair’s Report – INFORMATION

Chair Waddling reported that at the July 25 Board meeting, Peter Sachs was reappointed for another two-year term and would resume his position as Vice Chair of the CAC. He shared that at the July 11 Board meeting, the Board recognized Jackie Sachs’ 20 years of service on the CAC and presented her with a certificate of recognition, however at the direction of District 2 Supervisor Farrell the Board decided to continue the remaining CAC vacancy until the September 12 meeting. Mr. Waddling noted that the Board had severed three requests for One Bay Area Grant funds that were approved at the June CAC meeting, including Better Market Street, the Safe Routes to School Non-Infrastructure 2019-2021 project, and BART’s Embarcadero Station: New Northside Platform Elevator and Faregates project, that would now be considered by the Board in September. He said that topics that were not able to be on the July 26 agenda would be added to upcoming meeting agendas, should the timing work out. He said the CAC would be taking a tour of the Central Subway project on Friday, July 28, and noted that the next CAC meeting would be on Wednesday, September 6.

During public comment, Ed Mason asked if members of the public would be able to join the CAC’s upcoming tour of the Central Subway project. Chair Waddling said that staff would check with the project manager and follow up.

Jacqueline Sachs commented that she hoped she would be reappointed to the CAC in September in order to continue overseeing the completion of projects included in the Prop K expenditure plan and provide input on the “The Other 9 to 5” report.

### 3. Approve the Minutes of the June 28, 2017 Meeting – ACTION

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, P. Sachs, Tannen, Waddling, Wells-Mongiovi

and Wiedmaier (8)

Absent: CAC Members Larson and Lerma (2)

#### 4. **Update on the Vision Zero Initiative – INFORMATION**

Kaitlin Carmody, Vision Zero Planner at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Peter Sachs asked how the five priority citations were calculated. Ms. Carmody replied that the data was collected by the San Francisco Police Department (SFPD). Mr. Sachs asked for clarification given that the bar graph appeared to show close to 35,000 total citations but the table noted that the “Focus on the Five” represented 54% of the total, but only had 12,700 citations. He said he would expect the citations for “Focus on the Five” to be closer to 17,000.. Ms. Carmody replied the data may be missing totals and that she would follow up with exact figures.

Mya Ablog asked what telematics was. Chava Kronenberg, Pedestrian Program Manager at the SFMTA, replied that telematics was a device installed in every city vehicle which provides information on speed, braking, and general movements of the vehicle right before a crash.. She said telematics help the city track unsafe driving behavior and acts as a deterrent for unsafe driving.

Shannon Wells-Mongiovi stated that she was familiar with the technology and that the type she had seen involved driver-facing and road-facing cameras which continually recorded audio and video and that if the vehicle engaged in unsafe maneuvers there were sensors that picked it up and signals that turned on to communicate that to the driver. Ms. Kronenberg stated that they would be happy to provide presentations on particular Vision Zero topics if the CAC was interested.

Becky Hogue asked how fatalities were counted as part of Vision Zero, and whether there was a cutoff for people who died as a result of a collision, but at a later time. Ms. Carmody replied that Vision Zero had a protocol to classify injuries and fatalities and that she believed the protocol, based on other studies, stated that if the fatality occurred more than 30 days after an incident occurred it was not included.

Chair Waddling asked whether education efforts were done for transportation network company (TNC) and delivery drivers and how that would be extended to autonomous vehicles. Ms. Carmody replied that, for the current education campaign, they were focusing radio advertisements on safety issues such as speeding to make it a more well-known issue, but that there was also advertisements placed on billboards, bus stops and Muni vehicles. Ms. Kronenberg added that autonomous vehicle safety was a new issue for many cities across the country and noted that she had recently attended a Transportation Research Board meeting that was discussing it and found that San Francisco was further ahead in that aspect given the proximity to the technology. She said educating TNC and vehicle drivers was similar to how taxi drivers were educated, but that autonomous vehicles would happen as the technology became more available. Anna LaForte, Deputy Director for Policy and Programming, added that the Transportation Authority and SFMTA Boards had recently adopted guiding principles as part of the Emerging Mobility and Services Technologies study and would be exploring safety around TNCs and how to implement Vision Zero.

Chair Waddling stated that he did not often hear the radio advertisements and asked what the budget for advertising was and what percentage of it went towards education.

Ms. Kronenberg replied that for the SFMTA most of the funding for Vision Zero was from the [Prop A] General Obligation Bond or Prop K funds, but were often part of a capital project which left a gap in funding for non-infrastructure projects. She said the funding for the advertisements was largely from grants through the state Active Transportation Program, however these were

mostly one time grants which could not be used for ongoing operations. She noted that the SFMTA had been very successful in obtaining grant funding and had received a disproportionate amount compared to the rest of the state, but still lacked a stable funding source. Ms. LaForte added that education was viewed as one of the key components of Vision Zero but was often the hardest to secure funding for. She continued by noting that the SFMTA and Department of Public Health would be evaluating what had been successful so far.

Bradley Wiedmaier asked if the count of pedestrian fatalities had a breakdown of abled and disabled individuals, as well as a breakdown of city center versus outer districts, and noted that congestion could increase safety through slower vehicle speeds. Ms. Kronenberg replied that the data was produced by SFPD and officers are not allowed to ask about disabilities as it would be a violation of the victim's rights. She said that limitation had led to a major gap in understanding pedestrian fatalities but that the SFMTA was beginning to collect data from San Francisco General Hospital which could provide more information. Ms. Kronenberg said looking at the data on severe injuries actually provided more insight on trends than did fatalities. She said that speed was always a factor in severe injuries, but that they had not seen a shift of injuries away from the downtown core.

Ms. Hogue noted that there had been discussions about the lack of data on disabled pedestrians at the Pedestrian Safety Advisory Committee, and asked if the data on severe injuries was only available from San Francisco General Hospital. Ms. Kronenberg confirmed that it was only data from San Francisco General Hospital but noted that it fairly good data as it was the only level-one trauma center in the city.

Mr. Sachs stated that he would be interested in seeing the trends of severe injuries. Ms. Kronenberg replied that there was currently only two years of data available but that more would be coming.

During public comment, Ed Mason asked if the data included who was at fault, and noted that there could be multiple parties at fault. He also asked if the radio advertisements had correlated with a decline in collisions. He said that the enforcement was spread over 10 police districts which amounted to only 13 hours per week. He said that if the enforcement was done on overtime, it diminished the number of enforcement hours because of the overtime rate and the city could be getting more for the funding. Ms. Kronenberg replied that the enforcement was done on overtime, which was one of the difficulties with the grant source. Regarding fault, she said that two-thirds of the collisions listed the motorist at fault, but the data didn't exclude vehicle to vehicle collisions so that the number was likely inflated. She added that in terms of Vision Zero, fault was less important than system failure. Regarding the radio advertisements, she said there had been evaluations but that they had not been able to find a correlation between a reduction in traffic collisions and any of the counter measures at that point. She said the SFMTA still did not have the 2016 collision data and that when the current evaluation was completed in the fall it would be presented to the CAC. Mr. Mason noted that police reports indicated pedestrians being hit by vehicles late at night due to the pedestrian's fault which could get recorded in the Vision Zero data and skew the trends. Ms. Kronenberg stated that many of the evaluations look at daytime versus nighttime trends, and noted that the agencies involved had an established fatality protocol with a list of exclusions, such as suicides or medical emergencies, which determined if it was included in the Vision Zero statistics.

Jackie Sachs asked if the education component included messages discouraging people to not make right turns at red lights, as it encouraged dangerous behavior. Ms. Kronenberg replied that the education program was focused on people who already complied with traffic laws, and in particular, the five major enforcement areas that are the highest-risk behavior. She said it did not focus on individual behavior as it aimed to change the driving culture.

## 5. Update on the Central Subway Project – INFORMATION

Luis Zurinaga, the Transportation Authority's project management oversight consultant, presented the item per the staff memorandum.

Peter Tannen asked what reason the contractor provided for being behind schedule. Mr. Zurinaga replied that the contractor believed that the SFMTA was responsible for the delay.

Mr. Tannen noted that a 12-month delay was significant and asked why there was not more of an advanced warning. Mr. Zurinaga stated that at the February 2017 CAC meeting the update on the project referenced a 9-month delay, but at that time there was hope that the contractor would be able to make up time and get the project on schedule. He said it was common for construction projects of that magnitude to start slow but get caught up towards the end, but that the project team now believed serious action needed to be taken.

Brian Larkin asked for clarification on why the contractor believed the SFMTA was responsible for the delay. Mr. Zurinaga stated that it revolved around the working environment in that the soil was harder than anticipated, with more rocks, and there was a disagreement over the equipment that could be used. Mr. Larkin asked if the contractor was now making up the time. Mr. Zurinaga replied that in recent months the contractor had stopped the delay from growing further but was not making up any time.

Mr. Larkin asked if the project would need to find an additional fund source since the Regional Transportation Improvement Program (RTIP) funds were lower than expected. Maria Lombardo, Chief Deputy Director, replied that the Transportation Authority committed significant RTIP funds to the project in 2003 but for years had advised the SFMTA that all the funds would not be available in time to meet the project's cash-flow needs due to the unreliability of state funds, so in the meantime the SFMTA had been financing the project. However, she continued that the Transportation Authority was committed to providing the \$75 million in funds to SFMTA by programming this amount to other RTIP-eligible SFMTA projects as funds become available.

John Funghi, Central Subway Project Manager at the SFMTA, stated that the project currently had a surplus of contingency, and that it had been essentially spending Federal Transit Administration (FTA) grants up until now. He said it was possible that the project would not need the \$75 million committed in RTIP funds, however it was likely that the contingency would be drawn down in the future. He noted that the FTA required a minimum of \$60 million in contingency for the project. Regarding the project delay, he said the monthly project reports, which were also distributed to the media, had forecasted the delay. He noted that the project schedule was determined several years in advance so it was not uncommon for it to be off by 10%. Mr. Funghi said the contractor was responsible for getting the project back on track, and that a subcontractor on the project was the primary reason for the delay as they were having difficulty with productivity. He said the FTA brought in experts to assess the timing of the project completion and that they identified the potential to start certain testing activities at that same time rather than in sequence. He added the goal was still to deliver the project in 2019.

Mr. Larkin asked if the testing would be done by the SFMTA or involved other agencies. Mr. Funghi replied that that the testing would be done by the contractor and was overseen by the California Public Utilities Commission, but that they would be discussing that further with the FTA.

Bradley Wiedmaier asked if it was possible to separate the testing of the different segments or if the trains could skip the Chinatown Station if it was not completed in time. Mr. Funghi replied that the FTA would be looking at that, but that it would be difficult given that there were crossover tracks south of the Chinatown Station and that the train control system would be located in that

station but essentially, they could run limited service at a lower throughput. He said that if the Chase Center opened on time they could potentially do a soft launch and do testing of trains to and from events at the center. He said they would be having those conversations as the date gets closer.

Peter Tannen asked about the \$27 million in liquidated damages and whether the contractor was expected to pay that amount. Mr. Zurinaga replied that the \$27 million figure was based on if the contractor was found to be fully responsible for the delay, but that who was responsible for how much of the delay was yet to be determined.

During public comment, Jackie Sachs commented that she was a member of the Community Advisory Group for the project which would be taking the same Central Subway tour as the CAC on August 18, before their regular meeting.

## 6. **Presentation on the San Francisco Municipal Transportation Agency's Capital Improvement Program – INFORMATION**

Bryant Tan, Principal Financial Analyst at the SFMTA, presented the item.

Bradley Wiedmaier asked how the Subway Vision planning effort fit into the Capital Improvement Program (CIP). Mr. Tan replied that there were planning efforts such as the Subway Vision that existed outside of the CIP and that it often depended on the funding source. He said the Subway Vision planning effort was not currently being tracked in the CIP, but that it was possible it could be incorporated in the future.

Mr. Wiedmaier asked what the gap was between the funds requested and the funds available for the current CIP. Mr. Tan replied that the SFMTA did not have a figure for the current 5-year CIP, but that the various program divisions were requested to provide 20% over projection of what they needed. He said this allowed staff to determine how much funding could be distributed into each category and provided room for prioritization. He said that for the 20-year program, a lot of the estimates provided were fluid as the needs were not certain that far out.

Shannon Wells-Mongiovi asked if the CIP kept up with changes in fund sources and projected how much would be provided by each of the sources. Mr. Tan confirmed that it did and was available on the SFMTA's website at [www.sfmta.com/cip](http://www.sfmta.com/cip).

Chair Waddling commented that there was an uneven distribution of total funding projections over the 5-year period, nothing a significant drop off after 2019, and that it would be ideal if costs for longer term projects could be evenly distributed. Mr. Tan replied that the projected needs depended on the timing of the projects, and that for the next few fiscal years the SFMTA's fleet procurement and the Central Subway project were major cash flow drivers that were making total higher in the early years. He said some of the drop-off in later CIP years could be attributed to staff being more conservative in estimating costs several years out since there could be changes in revenue. He added that the estimates did not include new funding sources that were not yet certain.

During public comment, Ed Mason asked what category of the CIP Better Market Street fit into. Mr. Tan stated that Better Market Street was officially a San Francisco Public Works' project but that the SFMTA was providing funding, along with other agencies. He said it likely fit into several categories of the CIP, and that the digital CIP on the SFMTA's website might provide more clarification.

Jackie Sachs asked how much of the funding came from the SFMTA's operating funds and what assumptions the SFMTA made about discretionary fund sources. Mr. Tan replied that the operating budget was separate from the capital budget.. He said he would follow up regarding the question on discretionary funds.

**7. Public Comment**

During public comment, Ed Mason encouraged the CAC to read the staff report from Item 10.7 on the SFMTA's July 25 Board meeting. He said it detailed the 341 complaints submitted since August 2016 regarding the 24<sup>th</sup> Street area commuter shuttle pilot program, which represented 20% of all complaints citywide. He said that, while there would be two new white zones established, the shuttles needed to do a better job of coordinating with Muni buses to ease the bunching problem. He said eliminating a bulbout stop at the intersection of 24<sup>th</sup> and Church Streets could help reduce traffic related bus boarding.

Myla Ablog stated that she was surprised by the recent announcement that Salesforce secured the naming rights for the Transbay Transit Center, and that the deal had appeared to be several years in the making. She said that while she agreed with the basis of using public-private partnerships to deliver projects, she disagreed with selling the naming rights for a public facility, which could lead to the diminishing of public control over these facilities.

Chair Waddling noted that the CAC had been distributed the Executive Director's Report from the July 25 Board meeting and that he thought it was a great way to provide the CAC with updates on various topics.

**8. Adjournment**

The meeting was adjourned at 7:46 p.m.





# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 25, 2017

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Breed, Cohen, Fewer, Peskin, Sheehy, Tang and Yee (7)

**Absent at Roll Call:** Commissioners Farrell, Kim, Ronen and Safai (entered during Item 2) (4)

### 2. Update on Better Market Street – INFORMATION

Mohammed Nuru, Director at San Francisco Public Works, presented the item.

Chair Peskin said that at the previous Board meeting staff had indicated that the project was still in the process of local and federal environmental review which would lead to several design options, but that the presentation indicated that the project was already going into the design phase. He asked if the project needed to finish environmental review prior to going into design. Mr. Nuru replied that all three design options were submitted for environmental review but now that there was consensus among the agencies leading the project there was one option being put forward to be studied in more detail which allowed them to move into construction documents.

Chair Peskin commented that he was concerned with the 30% design drawings being completed prior to environmental review being finished relative to public participation and environmental review. Mr. Nuru replied that the four agencies leading the project felt strongly about the design being advanced and that there was room for adjustments while the construction drawings were being developed. He said the conceptual phase of the project was over so the project needed to look at next steps which was why the public outreach process would begin over the next several months. Chair Peskin asked what the schedule was for finishing the federal and local compliance on environmental review. Mr. Nuru replied that now that there was an agreed upon design, it should be finished in the next year.

John Rahaim, Director of the Planning Department, commented that the design in the presentation was agreed upon as the most doable and addressed the Planning Department's concerns regarding sidewalk lengths, as well as allowed a bicycle lane to be incorporated into Market Street. He said regarding the environmental review, the vast majority of work being done would proceed regardless of the surface design (i.e., was common to all design options) and that there was no risk with moving ahead with the environmental review.

Commission Kim commented that for the past six years there didn't seem to be an outcome for the project which led her to question its value and whether it was a priority among the city's future

transit needs such as the Downtown Extension, a second transbay BART tube, Geary Bus Rapid Transit, and the Central Subway extension. She said she agreed that Market Street needed to be reimagined, but that given the cost at \$600 million it led her to question some of the elements of the project. She said that seeing that street repaving only accounted for \$129 million and that the vast majority of the costs were state of good repair projects that were needed by the San Francisco Municipal Transportation Agency (SFMTA) was helpful. She asked if the approval of the requested funds would not also approve all of the line items included in the \$600 million cost. She said she wanted to better understand the need for an F-Line turn-around and new tracks on Market Street which would only serve one line, when there were over 30 Muni lines running on Market Street. She said she wanted to make sure the city was spending its limited funds in the best way possible. She asked about the \$100 million request for the power transfer station and whether this was a necessary item.

Mr. Nuru replied that as the design process progressed the project team would be looking at all the different parts of the project and would communicate that. He said there were funds set aside for the project in Prop A [general obligation bond] which the project team hoped to use to pilot one district of the project and would be conducting a road show in the upcoming weeks to determine that. He added that the project would reshape Market Street for the next 50 years and that there were many pieces of the project that were investments that needed to be made now otherwise they would need to be done later. Andrea Glerum, Better Market Street Project Manager at the SFMTA, confirmed that approval of the requested funds did not include approval of the line items and that the SFMTA would be looking at the elements and deciding if they needed to reassess priorities. She added that many of the elements were necessary state of good repair items.

Commissioner Kim asked for confirmation that the overhead electrical system, traffic signals and new traction power substation were all necessary items for the system to work. Ms. Glerum replied that the new traction power substation was a new element that was added to the scope in the last year and a half. She said a power traction study was recently conducted by the SFMTA's engineers which recommended that this was a necessary item due to existing deficiencies in traction power. She noted that when BART was built the duct banks that served both the above and below ground lines were located on Mission Street with cross lines running to Market Street which was inefficient and expensive. She said the study showed that the two circuits which were thought to be performing sufficiently were not, and so the study recommended replacing the third substation in addition to two existing ones.

Commissioner Kim commented that as the project progressed she would like firmer answers regarding whether the items the SFMTA was requesting were necessary to ensure the smooth and efficient operation of the Muni system. She added that the SFMTA should at least consider alternatives to the potential new F-Line loop and track replacement. She said she was disappointed that the project had already spent \$13 million with little to show for it. She said part of the issue was that it wasn't clear which department was leading and that the departments were hiring different consultants but that she was now comfortable moving forward approving the funds. Mr. Nuru stated that Market Street was the city's busiest corridor for transit, buses, cyclists and pedestrians and was a challenging project given the number of agencies involved. He said the agencies were now at a point of agreement and ready to start the public process which would include piloting a segment of the project and hopefully break ground in the next year. He added that while there was a funding challenge he was hopeful that showcasing one segment of the program would demonstrate the need for the project.

Chair Peskin asked whether the underlying request for One Bay Area Grant (OBAG) funds for the

Better Market Street project had any constraints. Amber Crabbe, Assistant Deputy for Policy and Programming, replied that the OBAG request was for \$16 million for the final design phase. She said this was federal funding so it required federal environmental approval before the funds could be obligated to the project.

Commissioner Safai commented that from a planning perspective Market Street was a poor reflection of the city in terms of design and lack of investment. He said the project would be a tremendous improvement for Market Street, particularly for bicyclists to have a protected bicycle lane as well as the landscaping and sidewalks. He said he agreed with Commissioner Kim that he would like to revisit how the different elements of the project would be prioritized. He asked which area would be used for the pilot project. Mr. Nuru replied that the project team was still working on which area to use for the pilot, but that it would be one of the six districts.

Chair Peskin commented that for a project of that magnitude and schedule he wanted to make sure that the Board stayed informed. He requested that the Board receive quarterly reports and semi-annual updates to make sure the project schedule did not slip or end in cost overruns.

Ms. Crabbe clarified that Item 9 was an information item and the action to approve the funding would be considered by the Board in September.

Commissioner Breed commented that the landscaping along the Van Ness corridor did not seem to be well maintained, which was a recurring issue in the city. She said she wanted to better understand if there was a plan to maintain the landscaping as part of the project, and whether there would be a proposed agreement with property owners and who would take responsibility. She said there needed to be funding included for long-term maintenance as well as a plan of action. Mr. Nuru replied that as the design phase progressed it would be considered by the maintenance teams who would ensure the right plants would be chosen, among other aspects. He noted that the year prior a green-benefit district was created in the Potrero neighborhood, and that they would be looking at different funding models to make sure funds would be available for maintenance.

Commissioner Breed commented that throughout the city there were many examples of types of trees and plants being planted in the wrong areas that led to issues where they could not be removed or caused damage to infrastructure. She said the landscaping should not become a burden to where maintenance costs would be significant and that there should be a clear source of funding. She said creative options such as community-benefit districts were great, but they needed to be approved prior to the project being complete. Mr. Nuru replied that all of the different options would be considered.

During public comment, a member of the public commented that data and research was needed to help improve the city's water and transportation systems. He questioned why the city was still dealing with issues of water and transportation infrastructure after decades of discussing the issues and that the city needed a task force to consider lessons from previous generations. He said the city needed to be sustainable and that the Board of Supervisors needed to consider the issues that lasted beyond their terms in office.

### **3. Chair's Report – INFORMATION**

Chair Peskin reported that on July 13, Senate Bill 595, also known as Regional Measure 3 (RM3), passed out of the State Assembly Transportation Committee with amendments that included all of the regional priorities. He said the bill authorized the Metropolitan Transportation Commission to potentially place a toll increase of up to \$3 on the 2018 ballot in all nine Bay Area counties. He

said the bill now included a detailed expenditure plan which included many of San Francisco's priority projects, including funding for the Caltrain Downtown Extension, new Muni vehicles, Core Capacity transit improvements, new BART expansion cars, and Safe Routes to Transit projects, among others. He thanked the city's state legislative delegation, including Bay Area Caucus Chair Assemblymember Phil Ting, Assemblymember David Chiu, and Senator Scott Wiener and their staff for their work on RM3. He said in other news the state legislature approved the 10-year extension of the state cap-and-trade program the week prior. He said the bill, Assembly Bill 398, would continue the program through 2030, and noted that the program revenues funded major transit capital programs such as High-Speed Rail, Muni light-rail vehicles, and other local and regional transit operations, as well as affordable housing and sustainable communities' projects. He said the city appreciated Governor Brown's leadership on climate policy and thanked the legislature for their support.

Chair Peskin said Governor Brown joined with the city's state and federal delegation, along with numerous local and regional elected officials, the week prior in Millbrae to celebrate the groundbreaking event for the Caltrain Electrification project. He said the event highlighted the regional collaboration that helped secure the Federal Transit Administration grant to complete the project's funding plan earlier in the year. He thanked Senator Dianne Feinstein, Leader Nancy Pelosi and Representative Jackie Speier for working with business, labor, environment, and transit rider groups in that effort. He said the project would continue to be critical to the city as the region continued to discuss the need for increased capacity and service, reduced congestion and noise, and local air quality and reduced greenhouse gas emissions.

Lastly, Chair Peskin reported that the Transportation 2045 Task Force held its second meeting the day prior focusing on equity in transportation and discussing a potential framework for transportation needs and investment in the city's transportation system. He said the next meeting would explore revenue evaluation criteria and prioritizing needs based on feedback, and reiterated that the task force would be considering every potential revenue source. He thanked staff for remaining flexible and creative in compiling a menu of options and looked forward to the community discussions moving forward. He noted that the public could follow the meetings, view the presentations, and submit questions by visiting [www.sftransportation2045.com](http://www.sftransportation2045.com).

There was no public comment.

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

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

Chair Peskin asked for an update on the Central Subway project that was referenced in the report. He said he understood it was a complex project but would like to better understand the project delay and the potential to makeup time, as well as the project impact on neighboring merchants.

John Funghi, Central Subway Program Director at the SFMTA, replied that the project was doing well overall and that South of Market they were laying track in the subway from the 4<sup>th</sup> and Townsend Street intersection to the Yerba Buena/Moscone Center station and Union Square/Market Street station. He said the Yerba Buena/Moscone Center station looked like a finished subway station and that California Transportation Commission Commissioners would be on-site in August to tour the station. He said the recent news reports focused on the Chinatown station and the contractor's inability to meet its own production rates which was driving the overall schedule and revenue start date further than anticipated. He noted that the schedule dates were established back in 2008 as well as the project budget of \$1.578 billion. He said that they were taking the slowdown at the Chinatown station very seriously and were looking to make up the

time lost. He said officials from the Federal Transit Administration (FTA) were on-site to take a look at the schedule and consider what could be done to make up time, but at the least to stop the delay from increasing. He said there was some potential in capitalizing on some potential efficiencies such as in the start-up and pre-revenue testing phases. He said some activities could be done in parallel to help make up lost time. Mr. Funghi said regarding the merchants, the project team was doing everything possible to mitigate the impact to the communities. He said that unfortunately some of the work had to be done at night or on a 24-hour basis but they were committed to not perform any noise-producing activities on Sundays and that fortunately much of the work was being done underground. He said they had been working closely with the Chinatown Community Development Center to understand the community's needs and noted that much of the work involving surface streets impacts at the Chinatown station was completed. Chair Peskin commented that he was particularly worried about businesses that had been behind construction fencing on Stockton Street, and whether there were ways to support local, family-owned shops.

Luis Zurinaga, Project Management Oversight Consultant at the Transportation Authority, stated that he was looking forward to participating in a schedule workshop with the FTA officials, and he hoped they would be able to come up with plan to reduce the schedule delay, or at the least prevent it from increasing. Chair Peskin commented that it could be useful to have another update on the project delay at the next Board meeting.

Commissioner Yee asked what were some of the main causes for the Chinatown station to be delayed compared to the other two stations. Mr. Funghi replied that the other two stations were being constructed in a more conventional manner but with more surface street disruption. He said in order to be supportive of merchants the SFMTA had decided during the environmental review process to use a unique construction approach for the Chinatown station called the new sequential excavation method. He said the main benefit of this approach was to minimize surface street impact as they were able to construct the large cavern station without shutting down nearby streets or sidewalks, but that the downside was that it was very labor intensive and was known to have a longer than anticipated production rate schedule.

There was no public comment.

### **Consent Agenda**

5. **Approve the Minutes of the July 11, 2017 Meeting – ACTION**
6. **[Final Approval] Approve \$255,000 in Fiscal Year 2017/18 Transportation Fund for Clean Air Funds for the San Francisco Municipal Transportation Agency's Bike Share Phase 4 Expansion Project – ACTION**
7. **[Final Approval] Reappoint Peter Sachs to the Citizens Advisory Committee – ACTION**
8. **[Final Approval] Allocate \$5,440,926 in Prop K Sales Tax Funds for Two Requests, with Conditions, and Appropriation of \$100,000 in Prop K Funds for One Request – ACTION**
9. **[Final Approval] Approve a Portion of San Francisco's One Bay Area Grant Cycle 2 Program of Projects – ACTION**

Commissioner Tang moved to sever Item 9 from the Consent Agenda, seconded by Commissioner Safai.

Commissioner Tang commented that regarding the funding for Safe Routes to School (SR2S), she understood that part of it must be set-aside for non-infrastructure projects but questioned whether they should continue to fund encouragement activities for people to walk and bike school. She said feedback from District 4 community members was for more staffing or traffic analysis to make picking up and dropping off more safe and efficient, more enforcement of double parking around schools, and more crossing guards. She said the requested funding would continue the program for two more years but questioned what other activities the funds dedicated to non-infrastructure could go to, and whether that included enforcement.

Chair Peskin noted that there seemed to be consensus on the Board for the need for more crossing guards but asked staff to address what other activities could be funded.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, stated that regarding the funding for non-infrastructure projects, \$1.8 million was set-aside for SR2S but that the Board could direct that funding towards SR2S infrastructure projects. She said regarding enforcement and crossing guards, those were ineligible expenses for federal funding and noted that it was difficult to fund other enforcement activities with the funding. She said this was one of the reasons the SFMTA had its own crossing guard program and why the funding was currently proposed for education and encouragement activities.

Commissioner Tang commented that the statistics in the report showed that SR2S was not showing a significant improvement in increasing walking or biking and asked what other activities the funds could be applied to if not crossing guards or other forms of enforcement.

Anna LaForte, Deputy Director for Policy and Programming, stated that it was possible to fund walking audits, where students, parents, principals and agency staff walked around a school and identify concerns and potential improvements. She said at the very least these audits get some ideas on paper, whether operational, enforcement and/or capital improvements that could potentially inform future projects.

Commissioner Tang commented that she would prefer to fund walking audits of the schools instead if it helped setup future infrastructure improvements that would make the schools safer.

Commissioner Yee commented that he also had questions about the effectiveness of the SR2S program. He noted that he had started a program in District 7 to have students be crossing guards which promoted safety and also created awareness among students. He said the program started with a few schools in District 7 but had increased to approximately 20 schools in several districts and suggested that the Transportation Authority and SFMTA meet with the San Francisco Unified School District (SFUSD) to see if the program could be expanded. He said a companion piece to that program was the streetscape improvement projects that needed ongoing support to make sure people are driving safely around schools.

Ms. Crabbe commented that given the interest in the item, at the next Board meeting in September staff would have SFMTA, SFUSD, and Department of Public Health (DPH) attend to provide a larger discussion.

Commissioner Safai commented that District 11 had some of the highest concentrations of students and they had seen the effectiveness of the SR2S program through increases in the number of students walking to school. He agreed with Commissioner Tang that dropping off and picking

up and double parking were also significant issues and he would support addressing those issues. He said he recently met with SFMTA Director Reiskin and asked whether the funds could be used to enhance yellow cross walks to make them safer such as adding lighting or other infrastructure pieces. He said the funding should also target middle school students as that was the age where many students walked to school for the first time and could benefit from safety education.

Ana Valizdic, Program Manager at the Department of Public Health, stated that there were other program elements not listed in the scope such as an orientation for 5<sup>th</sup> graders to show them their new school which involves a transportation element where Muni brings a bus to show them how to use Clipper Card and practice riding a bus. She added that, unfortunately, this orientation happens at several schools on the same day and Muni is only able to provide a limited amount of buses. She said another program element not listed was supporting the police department to do traffic enforcement around schools, particularly at high-injury corridors.

Ms. Crabbe clarified that enhancements to crosswalks would be an eligible use of OBAG funds.

Commissioner Safai asked how much of the \$43 million in OBAG funds were proposed for non-infrastructure projects. Ms. Crabbe replied that the SR2S project for \$2.8 million for two years was the only non-infrastructure project proposed.

Commissioner Fewer commented that several neighborhoods in District 1 had repeatedly requested crossing guards for dangerous intersections. She commended Commissioner Yee for expanding the student crossing guard program to District 1 and noted that many elementary schools employed the Drop, Stop and Roll program which alleviated the majority of double parking as it setup designated drop-off and pick-up areas and parents felt it made students safer. She said however that the SFUSD school assignment system created problems in that many people had to drive to school. She said the school system should give preference to neighborhood schools and would like the Board to encourage SFUSD to evaluate how the school assignment system affects the walkability of schools and safety of students traveling to and from school.

Commissioner Tang commented that she would like the request to come back in September with a larger package of ideas on what the funding could be spent on. She said she understood the restrictions tied to the funding and that this was not the only source of funding for the SR2S program or pedestrian safety, but she would like to see greater outcomes from the funding.

Commissioner Sheehy thanked Commissioner Fewer for suggesting the Board evaluate the school assignment system and said it was one of the largest barriers to schools getting to school safely and efficiently. He said students should be able to walk to school and form relationships with students in their neighborhoods. Regarding the Muni bus orientation, he said there needed to be more a sophisticated strategy to make parents feel safer for their students to ride Muni to and from school, such as clustering students on certain buses along a route. He said the city was spending a lot of funds on education people but was not getting to the root causes of the issue that deterred students from traveling on mass transit or walking or bicycling.

Commissioner Tang moved to sever the San Francisco Safe Routes to School Non-Infrastructure Project to be considered separately, seconded by Commissioner Farrell.

Commissioner Tang moved to approve the remaining projects in Item 9, seconded by Commissioner Cohen.

10. [Final Approval] Adopt the Revised Guiding Principles for Emerging Mobility Services & Technologies – ACTION
11. [Final Approval] Approve the Revised Debt, Fiscal, Investment, Procurement and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION
12. [Final Approval] Execute Amendment No. 1 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$100,000, to a Total Amount Not to Exceed \$600,000, and Extend the Agreement through June 30, 2018 – ACTION
13. [Final Approval] Approve a Four-Year Professional Services Contract with WSP USA, Inc. for Construction Management Services for the Yerba Buena Island Westside Bridges Project in an Amount Not to Exceed \$5,500,000, and a Two-Year Professional Services Contract with S&C Engineers, Inc. for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvements Project in an Amount Not to Exceed \$3,000,000 – ACTION
14. [Final Approval] Approve a Professional Services Contract for Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc. for a One-Year Period in an Amount Not to Exceed \$100,000, with an Option to Extend for Two Additional One-Year Periods – ACTION
15. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2017 – INFORMATION

There was no public comment.

Commissioner Safai moved to approve Items 5-8 and 10-16 of the Consent Agenda, seconded by Commissioner Ronen.

Items 5-8 and 10-16 of the Consent Agenda were approved without objection by the following vote:

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

### **End of Consent Agenda**

#### **16. Vision Zero Ramp Intersection Study Phase 1 Update – INFORMATION**

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

Commissioner Kim said it was great to see some of the outcomes of Phase 1 and what the Neighborhood Transportation Improvement Program (NTIP) funding had brought forward and noted that the study would become more important as additional residential and office communities were built along the freeways. She said that the Bessie Carmichael school was located near Harrison Street so it was very important to make the street safer for pedestrians and cyclists and that she was looking forward to upcoming community meetings to hear feedback. She said her office had launched a campaign several years prior to end “blocking the box” and that they had worked with the SFMTA to pilot having parking control officers enforce that but the results had not shown a reduction in that behavior in the South of Market Area (SOMA). She said her office frequently heard complaints about aggressive driving behavior and questioned what else



could be done beyond ticketing and enforcement to change behavior and make streets safer. She added that these were high-injury corridors which continued to add new residents and asked if this effort could be included in Phase 2 of the study. Mr. Dentel-Post replied that Phase 2 could look at that, and noted that one of the recommendations included in Phase 1 was to install advanced stop bars to clearly show drivers where to stop. He said it wouldn't necessarily change bad driving behavior however which necessitated coordination with enforcement and education efforts.

Commissioner Kim said that Vision Zero was often lumped into engineering, enforcement and education efforts but emphasized that enforcement was necessary to help change the driving culture. She said that initially the NTIP grant focused on the Youth and Family Zone to ensure students and families could travel to school safely but that at a recent District 6 Vision Zero meeting they had received a lot of questions from South Beach and Rincon Hill residents about addressing the safety of the ramps at First and Essex Streets. She asked if other studies or plans were in progress that would consider those ramps. Mr. Dentel-Post replied that Phase 2 of the study would include 10 intersections over a large range that could be from the San Francisco-Oakland Bay Bridge to the Central Freeway and possibly the I-280 ramps as well. He noted that there were other studies and plans in various stages so Phase 2 would avoid intersections where there were already planning efforts but that it would be analyzing a wider range of intersections.

Commissioner Kim noted that improvements on Second Street would be happening soon and that the SFMTA was also conducting a better 6<sup>th</sup> Street study which could include the I-280 ramps. She said she wanted to make sure the studies included ramps further south, particularly along 5<sup>th</sup> Street, and that the work was coordinated with other agencies involved in Central SOMA and Vision Zero. Mr. Dentel-Post replied that the SFMTA was working on the 5<sup>th</sup> and 8<sup>th</sup> Street corridors and that the recommendations for individual intersections in Phase 2 would be coordinated with that work.

There was no public comment.

### **Other Items**

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

There were no new items introduced.

#### **18. Public Comment**

During public comment, Andrew Yip spoke about public service.

#### **19. Adjournment**

The meeting was adjourned at 11:40 a.m.



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

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

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

WHEREAS, At its September 12, 2017 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing one member to serve on the CAC for a period of two years, with final approval to be considered at the September 26, 2017 Board meeting; now therefore, be it

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

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



# Memorandum

**Date:** September 6, 2017  
**To:** Transportation Authority Board  
**From:** Maria Lombardo – Chief Deputy Director  
**Subject:** 09/12/17 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There is one open seat on the CAC requiring Board action. The opening is the result of the term expiration of Jackie Sachs (District 2 resident), who is seeking reappointment. There are currently 27 applicants, in addition to Ms. Sachs, to consider for the existing open seat.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointments</li> </ul>
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**DISCUSSION**

**Background.**

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

**Procedures.**

The selection of each member is approved at-large by the Board, however traditionally the Commissioner of the supervisory district with an open seat has recommended the candidate for appointment. Per Section 5.2(a) of the Administrative Code, the CAC:

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website,

#### Agenda Item 4

Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at [www.sfcta.org/cac](http://www.sfcta.org/cac).

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

#### **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2017/18 budget.

#### **CAC POSITION**

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

#### **SUPPLEMENTAL MATERIALS**

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

## Attachment 1

CITIZENS ADVISORY COMMITTEE <sup>1</sup>

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Sep 18
Shannon Wells-Mongioli	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

<sup>1</sup> Shading denotes open seats on the CAC.

Attachment 2 (Updated 09.06.17)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
4 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
6 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
7 Hala Hijazi*	F	NP	2	Marina	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
8 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
10 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
11 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
12 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
13 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
14 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
15 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
16 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
18 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
19 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
20 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
22 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
23 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
25 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
26 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
27 David Zebker*	NP	NP	6	Tenderloin	Environment
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

\*Applicant has not appeared before the Board.



**San Francisco County Transportation Authority**  
**September 2017**

**State Legislation – Proposed New Positions and Updates on Activity This Session**

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

Given the September 15 deadline for bills to pass out of the Legislature, we are not recommending any new bills at this time. At the Board meeting we will provide a verbal update on [SB 595 \(Beall\)](#) and [SB 797 \(Hill\)](#), along with other bills we have been tracking that are chaptered, enrolled, or otherwise still active to be considered before the September 15, 2017 deadline.

**Table 1. Bill Status for Active Positions Taken This Session**

<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Bill Title</b>	<b>Bill Status (as of 9/6/17)</b>
Support	<a href="#">AB 1 Frazier</a> D	Transportation Funding.	Assembly Two-Year
	<a href="#">AB 17 Holden</a> D	Transit Pass Program: free or reduced-fare transit passes.	Senate Third Reading
	<a href="#">AB 28 Frazier</a> D	Department of Transportation: environmental review process: federal pilot program.	Chaptered
	<a href="#">AB 87 Ting</a> D	Autonomous vehicles.	Assembly Two-Year
	<a href="#">AB 342 Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Two-Year
	<a href="#">SB 1 Beall</a> D	Transportation Funding.	Chaptered
	<a href="#">SB 422 Wilk</a> R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships.	Senate Two-Year
	<a href="#">SB 595 Beall</a> D	Metropolitan Transportation Commission: toll bridge revenues.	Assembly Second Reading
	<a href="#">SB 768 Allen, Wiener</a> D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships.	Senate Two-Year
<del>Oppose Unless Amended<sup>1</sup></del>	<a href="#">AB 1625 Rubio</a> D	Inoperable parking meters.	Enrolled
Oppose	<a href="#">AB 65 Patterson</a> R	Transportation bond debt service.	Assembly Two-Year
	<a href="#">SB 182 Bradford</a> D	Transportation network company: participating drivers: single business license.	Assembly Third Reading
	<a href="#">SB 423 Cannella</a> R	Indemnity: design professionals.	Senate Two-Year
	<a href="#">SB 493 Hill</a> D	Vehicles: right-turn violations.	Assembly Two-Year

<sup>1</sup> Bill amended July 3, 2017 to include changes requested by SFMTA, removing oppose position.



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RESOLUTION ALLOCATING \$5,820,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THIRTEEN REQUESTS

WHEREAS, The Transportation Authority received thirteen requests for a total of \$5,820,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Vehicles–Caltrain, Facilities–Caltrain, Guideways–Caltrain, Signals & Signs, Bicycle Circulation/Safety, and Pedestrian Circulation/Safety; and

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

WHEREAS, Seven of the thirteen requests are consistent with the Prop K Strategic Plans and/or the relevant 5YPPs for their respective categories; and

WHEREAS, Caltrain’s requests for the Ticket Vending Machine Rehabilitation Program, Transit Asset Management Plan, Maintenance Facility State of Good Repair, and Tunnel 1 & 4 Track and Drainage Rehabilitation project require a concurrent Prop K Strategic Plan amendment to advance a total of \$891,893 in the Caltrain Capital Improvement Program (Caltrain CIP) category from Fiscal Year 2022/23 to fully fund San Francisco’s share of the Fiscal Year 2017/18 Caltrain capital match contribution as summarized in Attachment 5, and a corresponding amendment to the Caltrain CIP 5YPP is also required; and

WHEREAS, The requested Strategic Plan amendment would increase financing costs in the Caltrain CIP category by 0.98% and result in a minor increase of \$190,854 (0.01%) in anticipated



financing costs for the Prop K program as a whole over the 30-year life of the Prop K Expenditure Plan; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the California Street Laurel Village Improvement Project – Traffic Signals and the Safe Streets Project Evaluation Program require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$5,820,000 in Prop K funds, with conditions, for thirteen projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2017/18 budget to cover the proposed actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance a total of \$891,893 in the Caltrain CIP category as summarized in Attachment 5 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Caltrain CIP, Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$5,820,000 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program 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 2017/18
5. Proposed Prop K Strategic Plan Amendment

Enclosure:

1. Prop K Allocation Request Forms (13)

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	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$ 99,000		\$ 495,000	69%	80%	Design	6, 10	
Prop K	7	PCJPB	Transit Asset Management Plan	\$ 420,000		\$ 420,000	79%	0%	Planning	6, 10	
Prop K	7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$ 644,426		\$ 830,690	83%	22%	Construction	6, 10	
Prop K	7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$ 1,258,298		\$ 8,000,000	71%	84%	Construction	10	
Prop K	17P	PCJPB	F40 Locomotives State of Good Repair	\$ 388,650		\$ 660,733	84%	41%	Construction	6, 10	
Prop K	17P	PCJPB	Passenger Cars State of Good Repair	\$ 785,095		\$ 2,349,968	84%	67%	Construction	6, 10	
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 155,664		\$ 250,000	90%	38%	Construction	6, 10	
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 700,000		\$ 3,500,000	78%	80%	Construction	6, 10	
Prop K	22P	PCJPB	Railroad Communication System State of Good Repair	\$ 100,000		\$ 500,000	78%	80%	Design, Construction	6, 10	
Prop K	22P	PCJPB	Grade Crossing Improvements	\$ 228,867		\$ 408,867	78%	44%	Construction	6, 10	
Prop K	22P	PCJPB	Napoleon Street Bridge Replacement	\$ 220,000		\$ 2,483,000	78%	91%	Construction	10	
Prop K	33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$ 500,000		\$ 500,000	41%	0%	Construction	2	
Prop K	39, 40	SFMTA	Safe Streets Project Evaluation Program	\$ 320,000		\$ 450,000	27%	29%	Planning	Citywide	
<b>TOTAL</b>						<b>\$ 5,820,000</b>	<b>\$ -</b>	<b>\$ 20,848,258</b>	<b>76%</b>	<b>72%</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: PCJPB (Peninsula Counties Joint Powers 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 Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$99,000	\$	Funds will be used for the design phase to refurbish and upgrade 45 Caltrain ticket vending machines at all stations to include Clipper functionality and maintain the machines in a state of good repair.
7	PCJPB	Transit Asset Management Plan	\$420,000	\$	Requested funds will be used to develop a Transit Asset Management Plan as required by the Federal Transit Administration.
7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$644,426	\$	Requested funds will be used to maintain and upgrade Caltrain's Central Equipment & Maintenance Facility for the rolling stock fleet.
7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$1,258,298	\$	This project will rehabilitate the track structure and drainage system in Tunnels 1 and 4 along the Caltrain right of way in Brisbane, mitigating the need for a potential speed restriction through this area.
17P	PCJPB	F40 Locomotives State of Good Repair	\$388,650	\$	Funds will be used to maintain Caltrain's fleet of F-40 locomotives that is beyond its 30-year life cycle. The current fleet needs to be maintained and operated until all electrical service is available.
17P	PCJPB	Passenger Cars State of Good Repair	\$785,095	\$	Requested funds will be used to maintain Caltrain's fleet of passenger cars (Bombardiers and Gallery Cars). The current fleet needs to be maintained and operated until all electrical service is available.
20P	PCJPB	Systemwide Station Improvements	\$155,664	\$	Funds will be used for the rehabilitation of various elements of passenger stations such as replacement of information display cases and replacing center track fences at the 22nd Street Station in San Francisco.
22P	PCJPB	Systemwide Track Rehabilitation	\$700,000	\$	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components.
22P	PCJPB	Railroad Communication System State of Good Repair	\$100,000	\$	Funds will be used for Caltrain's annual program to keep its communication systems in a state of good repair, including installation of a microwave radio link to improve voice radio network reliability and purchasing five new advanced train control system radios.
22P	PCJPB	Grade Crossing Improvements	\$228,867	\$	Funds are requested for the construction phase of safety improvements to the 10 highest priority grade crossings as identified in the Caltrain Grade Crossing Hazard Analysis, including the grade crossing at 16th Street in San Francisco. This project will include installation of improvements such as medians, traffic signals, fences, gates, curb, lighting and signage. Construction will be done by December 2018.
22P	PCJPB	Napoleon Street Bridge Replacement	\$220,000	\$	This project addresses the structural deficiencies of the Napoleon Street bridge in San Francisco by removing and replacing the concrete spans with elevated soil berm structures and replacing the main steel span with a new concrete span. The project also addresses trespasser encampments and illegal dumping through additional fencing. There will be no alterations to track geometry or alignment. Construction is expected to start in Spring 2018 and be completed by Spring 2019.



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$500,000	\$ -	The SFMTA is requesting funds for the construction phase of traffic signal upgrades at the intersections of California/Spruce and California/Locust Streets, as part of the broader California Street Laurel Village Improvement Project. Upgrades include new traffic signals, poles, conduits, wiring, pull-boxes, pedestrian countdown signals and accessible (audible) pedestrian signals for both intersections along with one new controller at Locust Street. The project will be open for use by October 2018.
39, 40	SFMTA	Safe Streets Project Evaluation Program	\$320,000	\$ -	Funds will be used for evaluation of impacts of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program seeks to track trends over time and provide evidence-based recommendations to inform future project designs by analyzing how upgraded street designs impact safety and comfort. The SFMTA has identified 43 projects for evaluation over the next 18 months, targeting projects with innovative treatments, public interest, and/or requiring feedback that may be used to inform design changes. The SFMTA will produce a report by January 2019 that includes the evaluations of projects completed by mid-2018 along with potential interim findings for projects under construction. The Vision Zero Evaluation and Data Committee, chaired by the Department of Public Health with staff from the SFMTA, Police Department, SFPW, SFCTA, SF Planning, and the Controller's Office, will provide strategic direction on the subject project and receive quarterly progress updates. The SFMTA will also provide regular updates to the SFCTA's Vision Zero Committee. See page 13 of the enclosure for the list of projects to be evaluated.
<b>TOTAL</b>			<b>\$5,820,000</b>	<b>\$0</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$ 99,000	\$ -	<b>Strategic Plan Amendment:</b> Recommended allocations from the Caltrain Capital Improvement Program category are contingent upon a Prop K Strategic Plan amendment to advance \$891,893 in programming from FY 22/23 to fully fund San Francisco's share of the FY 17/18 Caltrain capital match contribution. See attached Strategic Plan amendment for details.
7	PCJPB	Transit Asset Management Plan	\$ 420,000	\$ -	see above.
7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$ 644,426	\$ -	see above.
7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$ 1,258,298	\$ -	see above.
17P	PCJPB	F40 Locomotives State of Good Repair	\$ 388,650	\$ -	
17P	PCJPB	Passenger Cars State of Good Repair	\$ 785,095	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 155,664	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 700,000	\$ -	
22P	PCJPB	Railroad Communication System State of Good Repair	\$ 100,000	\$ -	
22P	PCJPB	Grade Crossing Improvements	\$ 228,867	\$ -	
22P	PCJPB	Napoleon Street Bridge Replacement	\$ 220,000	\$ -	
33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$ 500,000	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP. See attached 5YPP amendment for details.  <b>Waiver to advertise at risk:</b> SFMTA requested a waiver of the Prop K policy prohibiting advertisement of contracts to be funded by Prop K prior to allocation of funds. The waiver was requested to allow the broader California Street Laurel Village Improvement Project to stay on schedule. Transportation Authority staff issued a waiver allowing SFMTA to advertise the contract at risk on July 25, 2017.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
39, 40	SFMTA	Safe Streets Project Evaluation Program	\$ 320,000	\$ -	<b>5YPP Amendment:</b> The recommended allocation is contingent upon concurrent amendments to the Bicycle Circulation and Safety and the Pedestrian Circulation and Safety 5YPPs. The amendments add the subject project with funds to be reprogrammed from the Bicycle Network Expansion and Upgrade placeholder (\$189,850) and from available programming capacity in the Pedestrian Circulation and Safety 5YPP (\$130,150). See attached 5YPP amendments for details.
<b>TOTAL \$</b>			<b>5,820,000</b>		

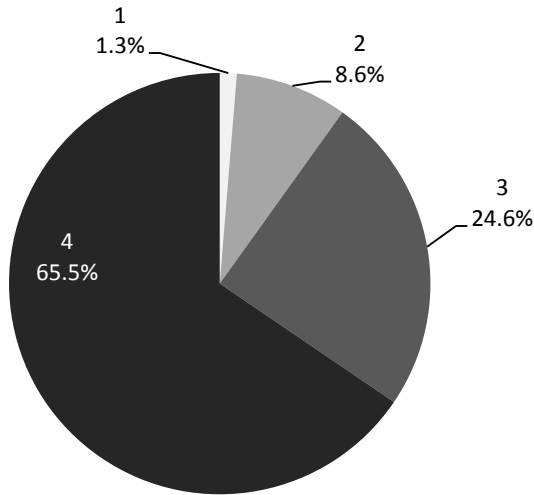
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2017/18**

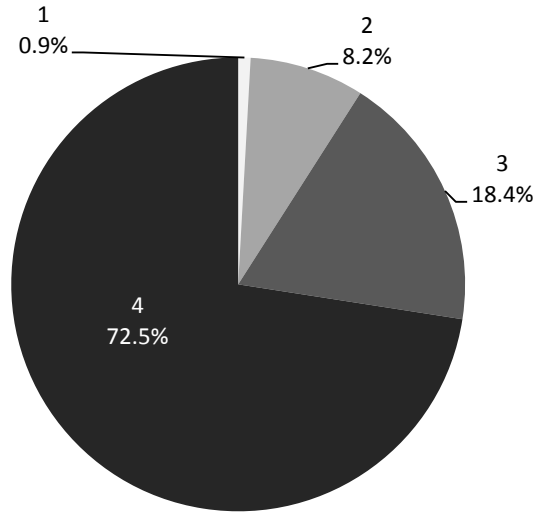
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 61,599,676	\$ 28,826,566	\$ 31,639,722	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 5,820,000	\$ 3,006,000	\$ 2,814,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 67,419,676	\$ 31,832,566	\$ 34,453,722	\$ 645,389	\$ 97,600	\$ 97,600

The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

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



**Prop K Investments To Date**



# Attachment 5. Proposed Amended Strategic Plan

Pending September 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27
<b>Adopted 2014 Prop K Strategic Plan - Amendment 7 (Approved)</b>														
7	Caltrain Capital Improvement Program	\$ 25,011,250	13.28%	Programming \$ 20,400,085 Finance Costs \$ 3,320,947 Total \$ 23,721,032	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,147	8.64%	Programming \$ 19,024,458 Finance Costs \$ 2,199,108 Total \$ 21,223,566	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 441,145	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,126	15.02%	Programming \$ 6,571,882 Finance Costs \$ 1,285,283 Total \$ 7,857,165	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	\$ -
22P	Guideways - PCJPB	\$ 30,877,833	13.40%	Programming \$ 25,385,280 Finance Costs \$ 4,138,414 Total \$ 29,523,693	\$ 1,173,329	\$ 148,678	\$ 146,535	\$ 360,854	\$ 381,624	\$ 424,510	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844
<b>TOTAL</b>														
		\$ 89,913,356	12.17%	Programming \$ 71,381,705 Finance Costs \$ 10,943,751 Total \$ 82,325,457	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 3,735,257	\$ -	\$ -	\$ -	\$ -
<b>Proposed 2014 Prop K Strategic Plan - Amendment 8 (Current Request)</b>														
7	Caltrain Capital Improvement Program	\$ 25,011,303	14.26%	Programming \$ 20,400,085 Finance Costs \$ 3,565,992 Total \$ 23,966,077	\$ 2,020,494	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 466,464	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,202	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,878 Total \$ 21,223,337	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 441,145	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,145	15.01%	Programming \$ 6,571,882 Finance Costs \$ 1,285,115 Total \$ 7,856,997	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	\$ -
22P	Guideways - PCJPB	\$ 30,877,900	13.40%	Programming \$ 25,385,280 Finance Costs \$ 4,138,064 Total \$ 29,523,343	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>														
		\$ 89,913,549	12.44%	Programming \$ 71,381,705 Finance Costs \$ 11,188,049 Total \$ 82,569,754	\$ 4,954,429	\$ 4,352,649	\$ 4,274,743	\$ 4,047,229	\$ 4,100,839	\$ 1,189,385	\$ 1,081,910	\$ 922,433	\$ 817,674	\$ 796,024
<b>Change</b>														
7	Caltrain Capital Improvement Program	\$ 54	0.98%	Programming \$ - Finance Costs \$ 245,045 Total \$ 245,045	\$ 891,893	\$ -	\$ -	\$ -	\$ -	\$ (891,893)	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 55	0.00%	Programming \$ - Finance Costs \$ (230) Total \$ (230)	\$ (51)	\$ (156)	\$ (141)	\$ (168)	\$ (269)	\$ (205)	\$ 289	\$ 319	\$ 296	\$ (49)
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 18	0.00%	Programming \$ - Finance Costs \$ (168) Total \$ (168)	\$ (28)	\$ (83)	\$ (71)	\$ (77)	\$ (112)	\$ (82)	\$ 120	\$ 137	\$ 133	\$ (23)
22P	Guideways - PCJPB	\$ 66	0.00%	Programming \$ - Finance Costs \$ (350) Total \$ (350)	\$ (79)	\$ (238)	\$ (211)	\$ (247)	\$ (386)	\$ (299)	\$ 480	\$ 552	\$ 542	\$ (78)
<b>TOTAL</b>														
		\$ 193		Programming \$ - Finance Costs \$ 244,297 Total \$ 244,297	\$ 891,893	\$ 18,672	\$ 17,214	\$ 40,145	\$ 39,379	\$ 39,379	\$ 7,261	\$ 7,196	\$ 7,232	\$ 6,465
				Total \$ 82,569,754	\$ 5,495,429	\$ 4,666,619	\$ 4,746,034	\$ 5,490,569	\$ 5,672,919	\$ 4,032,449	\$ 1,081,910	\$ 922,433	\$ 817,674	\$ 796,024

**Attachment 5. Proposed Amended  
Strategic Plan**  
Pending September 2017 Board Action

EP No.	EP Line Item	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>Adopted 2014 Prop K Strategic Plan - Amendment 7 (Approved)</b>								
7	Caltrain Capital Improvement Program	\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
		\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 127,538	\$ 93,819	\$ 52,112	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 66,188	\$ 56,881	\$ 47,525	\$ 32,257	\$ 12,222	\$ -	\$ -
22P	Guideways - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
		\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
<b>TOTAL</b>		\$ 684,818	\$ 586,144	\$ 485,763	\$ 331,782	\$ 212,082	\$ 14,796	\$ -
		\$ 684,818	\$ 586,144	\$ 485,763	\$ 331,782	\$ 212,082	\$ 14,796	\$ -
<b>Proposed 2014 Prop K Strategic Plan - Amendment 8 (Current Request)</b>								
7	Caltrain Capital Improvement Program	\$ 223,552	\$ 198,978	\$ 177,801	\$ 139,881	\$ 97,257	\$ 18,373	\$ -
		\$ 223,552	\$ 198,978	\$ 177,801	\$ 139,881	\$ 97,257	\$ 18,373	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 127,478	\$ 93,765	\$ 52,110	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 66,155	\$ 56,848	\$ 47,524	\$ 32,248	\$ 12,202	\$ -	\$ -
		\$ 66,155	\$ 56,848	\$ 47,524	\$ 32,248	\$ 12,202	\$ -	\$ -
22P	Guideways - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,269	\$ 243,781	\$ 217,291	\$ 170,095	\$ 116,566	\$ 14,725	\$ -
		\$ 274,269	\$ 243,781	\$ 217,291	\$ 170,095	\$ 116,566	\$ 14,725	\$ -
<b>TOTAL</b>		\$ 691,455	\$ 593,372	\$ 494,727	\$ 342,224	\$ 226,025	\$ 33,098	\$ -
		\$ 691,455	\$ 593,372	\$ 494,727	\$ 342,224	\$ 226,025	\$ 33,098	\$ -
<b>Change</b>								
7	Caltrain Capital Improvement Program	\$ 6,848	\$ 7,444	\$ 8,950	\$ 10,467	\$ 14,067	\$ 18,373	\$ -
		\$ 6,848	\$ 7,444	\$ 8,950	\$ 10,467	\$ 14,067	\$ 18,373	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ (60)	\$ (54)	\$ (2)	\$ -	\$ -	\$ -	\$ -
		\$ (60)	\$ (54)	\$ (2)	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ (32)	\$ (34)	\$ (1)	\$ (9)	\$ (19)	\$ -	\$ -
		\$ (32)	\$ (34)	\$ (1)	\$ (9)	\$ (19)	\$ -	\$ -
22P	Guideways - PCJPB	\$ (119)	\$ (128)	\$ 16	\$ (17)	\$ (105)	\$ (72)	\$ -
		\$ (119)	\$ (128)	\$ 16	\$ (17)	\$ (105)	\$ (72)	\$ -
<b>TOTAL</b>		\$ 6,637	\$ 7,228	\$ 8,964	\$ 10,441	\$ 13,943	\$ 18,302	\$ -
		\$ 6,637	\$ 7,228	\$ 8,964	\$ 10,441	\$ 13,943	\$ 18,302	\$ -





# Memorandum

**Date:** September 7, 2017  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 09/12/2017 Board Meeting: Allocation of \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$5,000,000 in Prop K sales tax funds to Caltrain for eleven requests:</p> <ol style="list-style-type: none"> <li>1. Ticket Vending Machine Rehabilitation Program (\$99,000)</li> <li>2. Transit Asset Management Plan (\$420,000)</li> <li>3. Maintenance Facility State of Good Repair (\$644,426)</li> <li>4. Tunnel 1 &amp; 4 Track and Drainage Rehabilitation (\$1,258,298)</li> <li>5. F40 Locomotive State of Good Repair (\$388,650)</li> <li>6. Passenger Cars State of Good Repair (\$785,095)</li> <li>7. Systemwide Station Improvements (\$155,664)</li> <li>8. Systemwide Track Rehabilitation (\$700,000)</li> <li>9. Railroad Communication System State of Good Repair (\$100,000)</li> <li>10. Grade Crossing Improvements (\$228,867)</li> <li>11. Napoleon Street Bridge Replacement (\$220,000)</li> </ol> <p>Allocate \$820,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests:</p> <ol style="list-style-type: none"> <li>12. California Street Laurel Village Improvement Project – Traffic Signals (\$500,000)</li> <li>13. Safe Streets Project Evaluation Program (\$320,000)</li> </ol>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Other:</li> </ul>
<p><b>SUMMARY</b></p> <p>We have received thirteen Prop K allocation requests for a total of \$5.82 million. Attachment 1 lists the requests including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	

**DISCUSSION**

We have received thirteen requests totaling \$5,820,000 in Prop K sales tax funds that we are recommending for allocation. 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 includes a brief description of each project. A detailed scope, schedule, budget and funding plan for



## Agenda Item 6

each project is included in the enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

### **FINANCIAL IMPACT**

The recommended action would allocate \$5,820,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Fully funding San Francisco's \$5 million-member share contribution to the FY 2017/18 Caltrain capital budget requires a Prop K Strategic Plan amendment to the Caltrain Capital Improvement Program (CIP) category to advance \$891,893 in programming from FY 2022/23 to FY 2017/18. The amendment would increase financing costs in the Caltrain CIP category by 0.98% (from 13.28% to 14.26%) over the 30-year life of the Prop K Expenditure Plan, and result in a minor increase of \$190,854 (0.01%) in anticipated financing costs for the Prop K program as a whole over the life of the program. See Attachment 5 for details.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriation to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the FY 2017/18 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.

### **CAC POSITION**

The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received  
Attachment 2 – Project Descriptions  
Attachment 3 – Staff Recommendations  
Attachment 4 – Prop K Allocation Summaries – FY 2017/18  
Attachment 5 – Proposed Prop K Strategic Plan Amendment  
Enclosure – Prop K Allocation Request Forms (14)



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RESOLUTION APPROVING PROGRAMMING OF \$20.793 MILLION IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO FOUR PROJECTS AND AMENDMENT OF THE PROP AA STRATEGIC PLAN

WHEREAS, In November 2015, through Resolution 4202, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework for programming the region's federal transportation funds in an effort integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, Congestion Management Agencies (CMAs) have flexibility to program OBAG 2 funds to a wide variety of project types ranging from transit expansion, reliability and access improvements to pedestrian and bicycle safety projects to street resurfacing to transportation demand management, provided that the recommendations comply with MTC's OBAG requirements; and

WHEREAS, As San Francisco's CMA, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of the OBAG 2 program; and

WHEREAS, MTC requires that \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority Board prioritized for non-infrastructure projects due to the relative difficulty in funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements; and

WHEREAS, On March 13, 2017, the Transportation Authority issued the OBAG 2 call for projects, and received eight applications requesting a total of \$87.06 million in OBAG 2 funds, more than double the funds available (Attachment 1); and

WHEREAS, Transportation Authority staff evaluated the applications using the Board-



adopted screening and prioritization criteria and follow-up communications with project sponsors and MTC and recommended fully funding two of the eight requests and partially funding another four requests, as detailed in Attachment 1 and summarized in Attachments 2 and 3; and

WHEREAS, On July 25, 2017, through Resolution 18-05, the Board approved OBAG 2 funding for three of six projects totaling \$21.493 million in OBAG 2 funding and deferred consideration of the following three projects totaling \$20.793 million in OBAG 2 funding to allow time for additional questions and follow up: the Better Market Street Project (\$15.98 million), the Safe Routes to School (SRTS) Non-Infrastructure Project (\$2.8 million), and the Embarcadero Station: New Northside Platform Elevator and Faregates Project (\$2.0 million); and

WHEREAS, Board members raised several topics related to SRTS, ranging from questioning the effectiveness of outreach and education to increase the share of kids walking and biking to school, to expressing a preference for capital investments to improve safety, to interest in other strategies such as school crossing guards; and

WHEREAS, Based on Commissioner interest in funding capital safety improvements around schools, Transportation Authority staff worked with the Department of Public Health (DPH) to reduce the staff recommendation for the SRTS Non-Infrastructure project by about 25%, from \$2.813 million to \$2.062 million to accommodate a new \$751,246 SRTS Capital Improvements placeholder; and

WHEREAS, Transportation Authority staff would work with the San Francisco Municipal Transportation Agency and DPH to identify a project or projects to be funded through the \$751,246 Capital Improvements placeholder through school audits, Vision Zero planning, or other processes and bring a recommendation back to the Board for approval prior to the OBAG 2 funds becoming available in 2020; and

WHEREAS, Attachment 4 provides project summaries for the four recommended projects

that are the subject of this resolution; and

WHEREAS, As a condition of receiving OBAG 2 funding, all project sponsors must provide quarterly project reports to assist with project delivery oversight, compliance with OBAG 2 timely-use-of-funds requirements, and periodic reporting to the Board, and further, for the SR2S Non-Infrastructure project progress reports shall include information on participation and project evaluation; and

WHEREAS, San Francisco Public Works must provide to the Board quarterly reports and semi-annual updates for the Better Market Street project, in particular addressing any changes in project schedule and cost; and

WHEREAS, The approval of \$6.939 million in OBAG 2 funds through Resolution 18-02 for construction of the Geary BRT Phase 1 project freed up \$2.065 million in Prop AA vehicle registration fee funds and \$4.874 million in Prop K sales tax funds from Phase 1 to help close the funding gap for the design phase of Geary BRT Phase 2; and

WHEREAS, Codifying this programming action requires an amendment to the 2014 Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds from the Muni Rapid Network placeholder in the 2012 Strategic Plan (intended for Geary BRT Phase 1) to Geary BRT Phase 2 in Fiscal Year 2018/19, as detailed in Attachment 5; now therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming the remaining \$20.793 million in San Francisco's OBAG 2 funds to four projects, as shown in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop AA Strategic Plan, as detailed in Attachment 5; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC all other relevant agencies and interested parties.



Attachments (5):

1. OBAG 2 Projects Received and Detailed Staff Recommendations (revised)
2. OBAG 2 Program of Projects – Summary of SFCTA Recommendations (revised)
3. OBAG 2 Program of Projects – Map of Staff Recommendations
4. San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries
5. Prop AA Strategic Plan Amendment for Geary BRT Phase 2

**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation 1**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	<b>Geary Bus Rapid Transit Phase 1</b> - Create dedicated bus-only lanes along the six-mile 38/38R route on Geary Street, O'Farrell Street, and Geary Boulevard from Market Street to 34th Avenue. Provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements. This is for Phase 1 of the Bus Rapid Transit project.	SFMTA	Construction	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000	1, 2, 3, 5, and 6	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	<b>Better Market Street</b> - Completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.	SFPW	Design and Construction	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000	3, 5, and 6	Recommend funding design phase only (\$42 million design cost) due to lack of full funding for construction. Project could seek construction funding through various discretionary sources including Regional Measure 3 (RM3) Core Capacity funds, consistent with San Francisco's proposed RM3 priorities.
33.5	<b>Peninsula Corridor Electrification Project</b> - Electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service by electrifying the Caltrain line from San Francisco to San Jose and replacing 75% of the diesel fleet with high performance electric train sets.	PCJPB	Construction	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736	6, 10	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Requested OBAG 2 amount represents San Francisco's remaining commitment to the PCEP project. SFCIA, SFMTA, and the Mayor's Office will continue to identify funds to cover the gap.
27.8	<b>San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021)</b> - Implement an additional two years of the SRTS program that includes educational, encouragement, and evaluation activities and deliverables for school years 2019-2021 on behalf of the SRTS Partnership. The intent is to increase the percentage of students actively commuting to participating schools and improve safety of routes to schools. The scope currently includes comprehensive services at 35 elementary schools, special activities at 4 middle schools, and 2 high schools citywide, and technical assistance to any interested public school.	DPH	Construction (Non-Infrastructure)	\$ 3,879,016	\$ 3,879,016	\$ 2,062,018	all	The recommended award will continue the current program from 2019 to 2021 at a reduced level of services that would include 25 elementary schools, 2 middle schools, and one high school in order to accommodate the SRTS Capital Improvements project. Recommendation excludes proposed add-on tasks, such as a bicycle build program for students, which are ineligible for OBAG funds. \$1.81 million of recommended funding is from the required Safe Routes to School set-aside prioritized for non-infrastructure projects. 20 of the current 35 elementary schools currently participating in the program are in PDAs.

**Attachment 1.  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects  
Projects Received and Detailed Staff Recommendation 1**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	<b>John Yehall Chin Elementary Safe Routes to School</b> - Construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.	SFPW	Construction	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000	3	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> OBAG award would fully fund construction of this shovel-ready project that received Prop K and Active Transportation Program funds for the planning and design phases.
24.4	<b>Bayshore Multimodal Facility</b> - Complete environmental review and final design for a bi-county, Bayshore Multi-Modal Facility serving Caltrain, Muni, Samtrans, and future California High Speed Rail at the Bayshore Caltrain Station. Project would include an implementation plan for a complete street design, turnaround facility, and public space.	SF Planning	Environmental Review and Design	\$ 9,876,625	\$ 452,388	\$ -	10	We are not recommending OBAG 2 funding for this project, but note it is eligible for Prop K Bi-County funds if it moves forward. This avoids federalizing the project at this stage which is more efficient and mitigates delivery risk given strict federal requirements and SF Planning's lack of a funding agreement with Caltrans. This also allows us to help fully fund the BART elevator project below.
21.9	<b>Mission Bay Ferry Landing</b> - Construct a new ferry terminal in Mission Bay to provide a link between this Priority Development Area and the East and North Bays.	Port of SF	Construction	\$ 42,700,000	\$ 10,000,000	\$ -	6 and 10	Deemed ineligible due to lack of a full funding plan for requested phase. Prior phases are already under contract. Construction phase recommended as a San Francisco Regional Measure 3 priority.
17.4	<b>Embarcadero Station: New Northside Platform Elevator and Faregates</b> - Procure and install a new elevator on the east end of the station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	BART	Construction	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000	3, 6	\$2 million in OBAG 2 and \$1 M from the Prop K facilities funds designated for BART and/or from the "undesignated" line that BART/Caltrain/Muni can apply for will fully fund the project. BART will cover the difference with BART funds. Muni has no objection to the project.
n/a	<b>San Francisco Safe Routes to School (SRTS) Capital Improvements</b> - Placeholder for a project or projects that will improve safety walking and biking to schools.	TBD	Design and Construction	\$ 700,000	\$ -	\$ 751,246	all	Added in response to Board feedback requesting capital improvements to improve safety around schools. Specific improvements will be identified through walking audits, Vision Zero planning and design work, or other processes and subject to approval by the Board before OBAG funds can be accessed.
<b>TOTAL</b>					\$ 2,724,984,641	\$ 87,059,404	\$ 42,286,000	

<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>	\$ 42,286,000
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<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.



**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation** <sup>1</sup>

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
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<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), Port of San Francisco (SF Port), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Planning Department (SF Planning), San Francisco Public Works (SFPW), or To Be Determined (TBD).

**Attachment 2.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2)**  
**Summary of SFCTA Recommendations<sup>1,3</sup>**

Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project <sup>3</sup>	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 <sup>3</sup>	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School <sup>3</sup>	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
DPH	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,879,016	\$ 3,879,016	\$ 2,062,018
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TBD	San Francisco Safe Routes to School Capital Improvements	Design and Construction	all	\$ 751,246	\$ -	\$ 751,246
<b>TOTAL</b>				\$ 2,672,459,262	\$ 76,607,016	\$ 42,286,000
<b>Total Approved (Res. 18-05):</b>				\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
<b>Total Pending Approval</b>				\$ 623,350,262	\$ 50,202,016	\$ 20,793,264
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>					\$	\$ 42,286,000

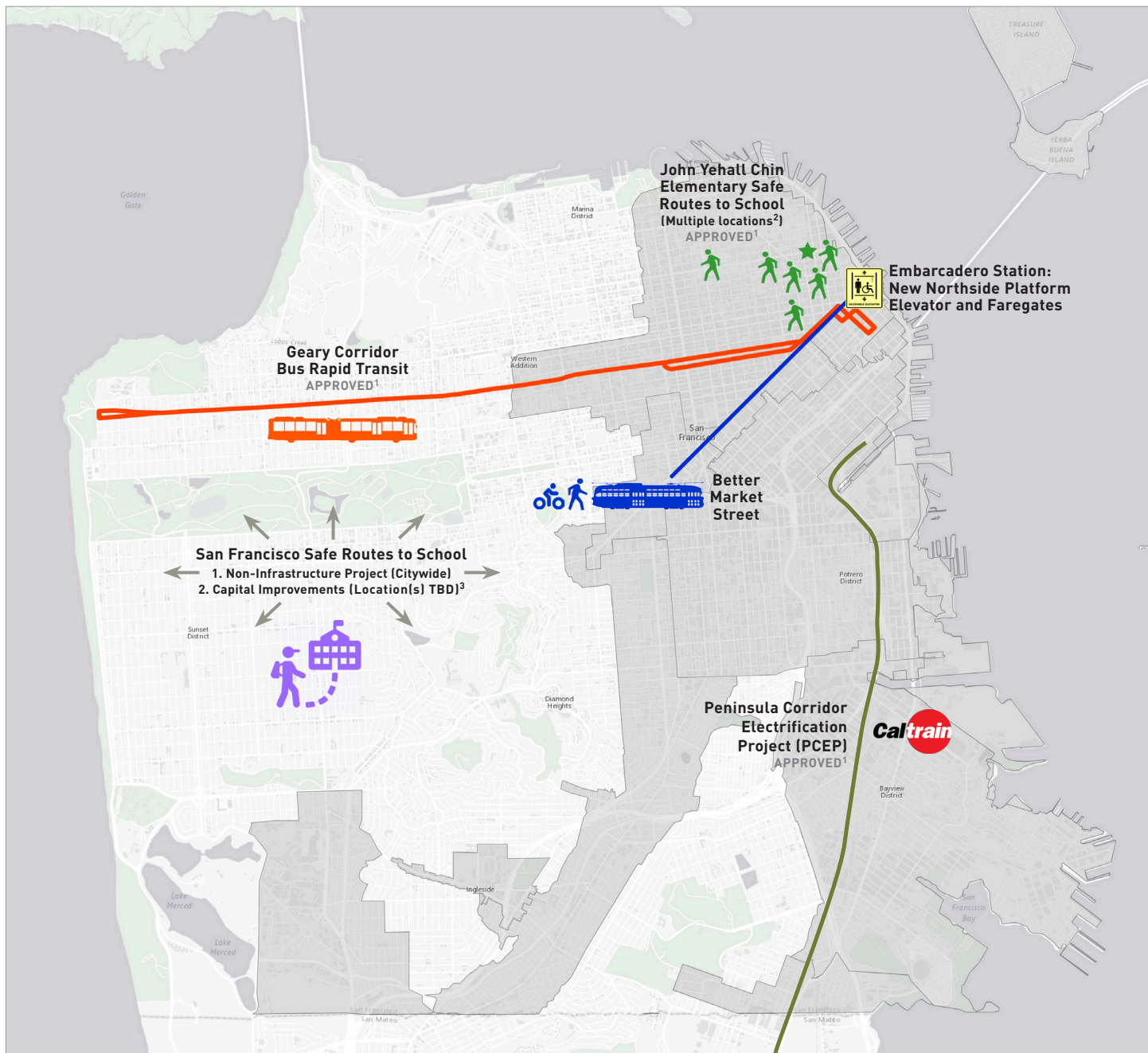
<sup>1</sup> Projects are sorted by recommended OBAG 2 programming from highest to lowest.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and To Be Determined (TBD).

<sup>3</sup> Shaded projects were approved through Resolution 18-05 on July 25, 2017.



# San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects—Recommended Projects



 Grey backgrounds denote Priority Development Areas (PDAs)

**NOTES:**

1. Projects approved on July 25, 2017 through Resolution 18-05.
2. John Yehall Chin Elementary (★) Safe Routes to School Intersection Improvement locations:
  - Broadway and Cyrus Place
  - Pacific and Stockton
  - Kearny and Jackson
  - Bush and Kearny
  - Battery and Washington
  - Battery and Pacific
3. Candidate projects to be identified through planned or future walking audits, Vision Zero-related planning, or other processes. Projects will go through Board approval process.

## Attachment 4

## San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

**Better Market Street****Sponsor:** San Francisco Public Works**Recommended OBAG 2 Programming:** \$15,980,000**Recommended Phase:** Design**Districts:** 3, 5, and 6**Scope:**

Completely reconstruct 2.2 miles of Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. The program will advance several key City policies: Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan through a series of three interdependent project scopes:

1. Better Market Street Core Capacity Improvements. Increase transit capacity through improved efficiency for the 14 surface transit lines that converge on Market Street through upgrades such as: wider and longer transit boarding islands; red Muni-only lanes; new F-Line track loop; full repaving of the roadway; signal replacement; private vehicle restrictions; protected cycling facility along the length of the corridor; traction power upgrades including a new substation; and a new Overhead Contact System.
2. Better Market Street Streetscape Enhancements. Revitalize Market Street with major streetscape and safety improvements including: simplifying north side intersections to make it easier and safer to cross; sidewalk bulb-outs; crosswalk realignment and reconstruction; ensuring generous minimum sideway widths; replacing sidewalk bricks; modernizing wayfinding systems; planting new and replacement street trees; and installing streetscape improvements, furnishings, and public art.
3. Better Market Street State of Good Repair. Replace aging transit and utility infrastructure with in-kind facilities: streetcar tracks, sewer, water distribution infrastructure, streetlight conduit and wiring, and high-speed internet conduit.

Better Market Street is a joint project of SF Public Works, the San Francisco Municipal Transportation Agency, SF Public Utilities Commission, and the Department of Technology, with work on facilities owned by all four agencies. SF Public Works is leading the implementation and will coordinate the design drawings and bid the construction contracts. The project team also includes the Planning Department.

**Schedule:**

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	1/2011	6/2019
Environmental Studies (PA&ED)	1/2015	6/2019
Design Engineering (PS&E)	7/2019	6/2021
Construction	1/2022	12/2024

## Attachment 4

## San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

## Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned			\$15,980		\$21,143	\$37,123
General Fund	Allocated	\$2,480	\$2,620				\$5,100
Octavia Land Sales	Allocated		\$3,050				\$3,050
Market Octavia Impact Fees	Allocated		\$1,000				\$1,000
Prop A GO Bond	Programmed	\$12,807	\$4,685	\$18,841		\$60,413	\$96,746
PUC	Planned			\$7,218		\$63,151	\$70,369
Prop B General Fund setaside	Programmed					\$10,055	\$10,055
FTA 5337 Fixed Guideway	Programmed					\$11,700	\$11,700
SFMTA 2021 Revenue Bond	Programmed					\$18,870	\$18,870
Prop K sales tax	Planned					\$1,250	\$1,250
SFMTA CIP	Planned					\$7,073	\$7,073
Senate Bill 1 (STIP/ATP)	Planned					\$50,000	\$50,000
Regional Measure 3	Planned					\$100,000	\$100,000
OBAG 3	Planned					\$16,000	\$16,000
TBD New revenues (e.g. vehicle license fee, bonds, sales tax)	Planned					\$76,000	\$76,000
FTA 5309	Planned					\$99,384	\$99,384
Total by Phase		\$15,287	\$11,355	\$42,039		\$535,039	\$603,720

## Embarcadero Station: New Northside Platform Elevator and Faregates

**Sponsor:** Bay Area Rapid Transit District

**Recommended OBAG 2 Programming:** \$2,000,000

**Recommended Phase:** Construction

**Districts:** 3 and 6

### Scope:

This project will purchase and install a new vertical elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency and accessible faregates will be added to accommodate wheelchairs. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.

### Schedule:

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	Jun 2016	Jan 2017
Design Engineering (PS&E)	Feb 2017	Mar 2018
Construction	Jul 2019	Jul 2021

### Funding Plan (\$1,000):

Source	Status <sup>2</sup>	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,000	\$2,000
BART Measure RR	Allocated			\$1,910		\$3,890	\$5,800
Prop K	Planned					\$1,000	\$1,000
BART Other Revenue	Planned					\$6,200	\$6,200
Total by Phase				\$1,910		\$13,090	\$15,000

## Attachment 4

## San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

## Safe Routes to School Capital Improvements

**Sponsor:** To Be Determined

**Recommended OBAG 2 Programming:** \$751,246

**Recommended Phase:** Design and/or Construction

**Districts:** To Be Determined

### Scope:

The Safe Routes to School (SRTS) Capital Improvements project will result in capital investments that make it safer to walk and bike to schools. The specific tasks and improvements will be identified through walking audits, Vision Zero planning and design work, and other planning processes. Specific project recommendations will be brought to the Transportation Authority Board for approval before funds are available in 2020.

### Schedule:

Phase	Start	End
Design and/or Construction	Funds available in Fall 2020	tbd

### Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned	TBD					\$751,246
Required Local Match (source TBD)	Planned	TBD					at least \$97,332
Total by Phase							at least \$848,578

## Attachment 4

## San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

# Safe Routes to School Non-Infrastructure Project (2019-2021)

**Sponsor:** San Francisco Department of Public Health

**Recommended OBAG 2 Programming:** \$2,062,018

**Recommended Phase:** Construction (Non-Infrastructure)

**Districts:** citywide

## Scope:

The Safe Routes to School (SRTS) Non-Infrastructure Project will implement an additional two years (2019-2021) of the Department of Public Health's SRTS program that includes educational, encouragement, and evaluation activities. The program is currently funded through August 30, 2019. The intent is to increase the percentage of students actively commuting or commuting in non-single-family vehicles to participating schools, and to improve safety of walking and bicycling routes to schools. The scope includes comprehensive services at 25 elementary schools (down from the 35 elementary schools currently served, which are listed below by district), and special activities at two middle schools and one high school. Any interested public school in the City can receive technical assistance and resources, and can participate in events such as Walk and Roll to School Day and Bike and Roll to School Week.

Specific tasks to be accomplished through the grant include:

- Staff neighborhood SRTS task forces – Identify clusters of schools with common routes to school and connect parents and community members (with multi-lingual translation services) to perform walking audits for safety of existing infrastructure, identify needs, request improvements, and engage in ongoing planning processes
- Hold neighborhood skills building, encouragement, and outreach events to help reach parent/guardian champions, including weekend bike rodeos at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week
- Provide technical assistance and education to expand the Tenderloin's "Safe Passage" program into other disadvantaged communities where real and perceived violence prevents families from walking and biking to school
- Teach safe bike riding/street skills programs through 10-day Physical Education curricula in two middle schools and one high school
- Promote carpooling and/or ridesharing at five or more SF Unified School District (SFUSD) schools
- Support staff person at SFUSD to coordinate implementation of unfunded SF SRTS policies

The Department of Public Health will administer the grant and evaluate the effectiveness of the program, contracting with public agencies and non-profit organizations to implement the scope of work, including: SFUSD, SF Department of the Environment, the San Francisco Bicycle Coalition, Walk SF, Presidio YMCA, and Safe Passage.



## Attachment 4

## San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

**Participating Elementary Schools (current):**

The OBAG 2 SRTS Non-Infrastructure Project would reduce the number of participating schools from 35 to 25 starting in 2019 unless additional funding is identified to support it at current funding levels. Schools will be prioritized based on school performance, mode shift, safety concerns, and other factors.

<u>District 1:</u> Alamo Argonne George Peabody Lafayette	<u>District 2:</u> Sherman	<u>District 3:</u> Gordon Lau Jean Parker John Yehall Chin Spring Valley
<u>District 4:</u> Dianne Feinstein Lawton RL Stevenson Sunset	<u>District 5:</u> Chinese Immersion at de Avila Grattan Rosa Parks	<u>District 6:</u> Bessie Carmichael
<u>District 7:</u> Commodore Sloat Sunnyside	<u>District 8:</u> Alvarado Fairmount Glen Park	<u>District 9:</u> Buena Vista Horace Mann Cesar Chavez ER Taylor Leonard Flynn Marshall Paul Revere
<u>District 10:</u> Bret Harte El Dorado GW Carver	<u>District 11:</u> Cleveland Longfellow Monroe SF Community	

**Schedule:**

Phase	Start	End
Construction (Non-Infrastructure)	9/1/19	8/31/21

**Funding Plan (\$1,000):**

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,062	\$2,062
In-Kind Match	Planned					\$267	\$267
Total by Phase						<b>\$2,329</b>	<b>\$2,329</b>

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



<b>Project Name:</b>	Geary Corridor Bus Rapid Transit Phase 2 (Geary Boulevard Improvement Project)
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	Geary Boulevard, Stanyan Street to 34th Avenue
<b>Supervisory District(s):</b>	1, 2
<b>Project Manager:</b>	Kannu Balan
<b>Phone Number:</b>	(415) 646-2761
<b>Email:</b>	<a href="mailto:Kannu.Balan@sfmta.com">Kannu.Balan@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The second phase of the Geary Corridor Bus Rapid Transit Project, the Geary Boulevard Improvement Project, would create new dedicated bus-only lanes along the corridor primarily between Stanyan Street and 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Geary BRT Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. Key BRT features include: dedicated bus lanes, transit signal priority, boarding improvements, consolidated bus stops, high-amenity stations, and pedestrian safety enhancements. Geary BRT is a signature project in the voter-approved Prop K Expenditure Plan. The implementation is planned to occur in two phases: Phase 1 / Geary Rapid improvements, including transit-only lanes, pedestrian and transit bulb-outs, signal modifications, and other improvements between Market Street and Stanyan Street; and Phase 2 / Geary Boulevard Improvement Project which includes pedestrian, transit, and streetscape improvements between Stanyan Street and 34th Avenue. SFMTA plans to pursue Small Starts program funding for Phase 2 of the Project.</p> <p>The scope of improvements in Phase 2 includes the center-running segment between Palm Avenue and approximately 27th Avenue, including the removal of the existing center median, and the construction of dual medians with boarding platforms for a center-running busway. This segment would also see significant pedestrian crossing safety improvements, signal upgrades, new street lighting, and other infrastructure improvements. Other parallel improvements also planned in Phase 2 include the relocation of the median near Masonic to provide adequate right-of-way to accommodate the addition of bike lanes, related utility and repaving projects, and the remaining improvements along the corridor identified as part of the Geary BRT project that are not included in the Phase 1 Near Term Improvements.</p> <p>SFMTA and SFCTA are already working with staff from San Francisco's Public Works Department and Public Utilities Commission to coordinate on the implementation of both the Phase 1 and Phase 2 work in many areas including landscaping, hardscaping, sewer and water systems, storm water drainage and more.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	The project team has met with over 65 community groups, held a series of open-house meetings, and gathered and responded to hundreds of public comments over the course of a multi-year environmental review process to collaborate and share ideas in the development of the project. The project's design, such as stop placement, bus stop treatments, and the center-running BRT design, have benefited significantly from the important input received from the community. As such, the design elements of the BRT project which emerged from this outreach process have helped gain community support. The project team will continue its outreach efforts through the Phase 2 design process.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFCTA: Colin Dentel-Post SFPW: Fernando Cisneros
<b>Type of Environmental Clearance Required:</b>	EIR (complete) and EIS (expected by end of 2017)

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



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	25%	In-house	Apr-Jun	2007	Apr-Jun	2018
Environmental Studies (PA&ED)	95%	SFCTA lead	Jul-Sep	2011	Oct-Dec	2017
Design Engineering (PS&E)	0%	TBD	Jul-Sep	2018	Apr-Jun	2019
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	N/A	Oct-Dec	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jul-Sep	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2020

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

**Comments**

Schedules for the design, advertising, and construction phases are per the Final EIS and EIR and are preliminary. Schedules will be confirmed during the CER phase based on funding and resources available and the amount of utility work needed in the Phase 2 portion of the corridor.



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

**Project Name:** Geary Corridor Bus Rapid Transit Phase 2 (Geary Boulevard Improvement Project)

PROJECT COST ESTIMATE	Funding Source by Phase				
	Phase	Cost	Prop AA	Prop K Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0				See attached funding plan.
Right-of-way	\$0	N/A			
Construction	\$0				
<b>TOTAL PROJECT COST</b>	\$0	\$0	\$0	\$0	

Percent of Total

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)		\$2,064,919						\$2,064,919
Construction								\$0
<b>TOTAL BY FISCAL YEAR</b>	\$0	\$2,064,919	\$0	\$0	\$0	\$0	\$0	\$2,064,919

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

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	See attached funding plan.			\$0
				\$0
				\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0

Desired Prop AA Programming Year
Fiscal Year 2018/19

Comments/Concerns

**Geary Bus Rapid Transit Funding Plan  
August 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	
Transit Performance Initiative - Investment	Federal, State	Allocated					
		Programmed				\$9,600,000	\$9,600,000
		Planned					
General Fund	Local	Allocated				\$360,300	\$360,300
		Programmed				\$3,287,025	\$3,287,025
		Planned					
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500		\$1,606,500
		Programmed				\$11,692,500	\$11,692,500
		Planned					
One Bay Area Grant Second Round (OBAG 2)	Federal, State	Allocated					
		Programmed				\$6,939,000	\$6,939,000
		Planned					
Prop AA Vehicle Registration Fee	Local	Allocated					
		Programmed				\$2,397,129	\$2,397,129
		Planned					
Prop K Sales Tax	Local	Allocated			\$1,978,946		\$1,978,946
		Programmed					
		Planned					
SFMTA Revenue Bond Series 2014	Local	Allocated				\$700,000	\$700,000
		Programmed					
		Planned					
SF PUC	Local	Allocated					
		Programmed				\$2,600,000	\$2,600,000
		Planned				\$94,600	\$94,600
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated					
		Programmed					
		Planned					
<b>Total Phase 1</b>	<b>Total</b>	<b>Allocated</b>				<b>\$1,060,300</b>	<b>\$4,740,346</b>
		<b>Programmed</b>				<b>\$30,628,629</b>	<b>\$30,628,629</b>
		<b>Planned</b>				<b>\$26,687,025</b>	<b>\$29,287,025</b>
							<b>\$64,656,000</b>

Geary Bus Rapid Transit Funding Plan  
August 2017

Full BRT (Remainder of Project) <sup>1</sup>		Project Phases <sup>2</sup>					Total by Status	TOTAL
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON		
FTA 5309 Small Starts <sup>4</sup>	Federal	Allocated						\$100,000,000
		Programmed						
		Planned			\$100,000,000			
Congestion Management Agency Planning Funds	Federal	Allocated		\$237,754			\$237,754	\$237,754
		Programmed						
		Planned						
Prop K Sales Tax	Local	Allocated	\$780,000	\$8,719,527	\$6,319,470		\$15,818,997	\$48,845,602
		Programmed			\$18,407,655	\$14,618,950	\$33,026,605	
		Planned						
Prop AA	Local	Allocated						\$2,064,919
		Programmed			\$2,064,919			
		Planned						
TBD <sup>5</sup>	TBD	Allocated						\$84,195,725
		Programmed						
		Planned			\$8,992,552	\$75,203,173	\$84,195,725	
Total Phase 2	Total	Allocated	\$780,000	\$8,957,281	\$6,319,470		\$16,056,751	\$235,344,000
		Programmed			\$20,472,574	\$14,618,950	\$35,091,524	
		Planned	\$780,000	\$8,957,281	\$35,784,596	\$175,203,173	\$184,195,725	

<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> 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>5</sup> Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, Senate Bill 1 funded programs, new bridge tolls, other state or federal discretionary funds, or a new local revenue measure or measures (the San Francisco Transportation Task Force 2045 is updating the Transportation 2030 [T2030] Task Force recommendations). T2030 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.

**Prop AA Strategic Plan  
Programming and Allocations  
Pending 9/26/2017**

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

Target Funds Available in Category		\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
Geary Boulevard Pavement Renovation	Construction	\$ 2,397,129						\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction		\$ 2,397,129					\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction				\$ 2,397,129			\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 2,397,129		\$ 2,397,129
<b>Subtotal Programmed to Category (% all time)</b>	<b>47.4%</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ -</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 9,588,516</b>
<b>Cumulative Remaining Capacity</b>		<b>\$ 897,118</b>	<b>\$ 689,086</b>	<b>\$ 2,878,183</b>	<b>\$ 2,670,151</b>	<b>\$ 2,462,119</b>	<b>\$ 2,462,119</b>	<b>\$ 2,462,119</b>

**Pedestrian Safety**

Target Funds Available in Category		\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 2,052,000						\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 300,000						\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 700,000						\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000					\$ 655,000
Bulb-outs at WalkFirst Locations	Design		\$ 500,000					\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 986,928					\$ 986,928
<b>Subtotal Programmed to Category (% all time)</b>	<b>26.3%</b>	<b>\$ 3,052,000</b>	<b>\$ 2,141,928</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,193,928</b>
<b>Cumulative Remaining Capacity</b>		<b>\$ (1,637,510)</b>	<b>\$ (2,839,480)</b>	<b>\$ (1,899,521)</b>	<b>\$ (959,563)</b>	<b>\$ (19,604)</b>	<b>\$ (19,604)</b>	<b>\$ (19,604)</b>

**Transit Reliability and Mobility Improvements**

Target Funds Available in Category		\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
Muni Metro Station Enhancements - Phase 1	Construction	\$ 2,465,316						\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction			\$ 3,503,099				\$ 3,503,099
Geary Bus Rapid Transit - Phase 2	Construction		\$ 2,064,919					\$ 2,064,919
<b>Subtotal Programmed to Category (% all time)</b>	<b>26.2%</b>	<b>\$ 2,465,316</b>	<b>\$ 2,064,919</b>	<b>\$ 3,503,099</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,033,334</b>
<b>Cumulative Remaining Capacity</b>		<b>\$ (263,294)</b>	<b>\$ (864,922)</b>	<b>\$ (2,904,730)</b>	<b>\$ (1,441,440)</b>	<b>\$ 21,851</b>	<b>\$ 21,851</b>	<b>\$ 21,851</b>

<b>Total Available Funds</b>		<b>\$ 6,910,759</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 25,280,143</b>
<b>Total Programmed</b>		<b>\$ 7,914,445</b>	<b>\$ 6,603,976</b>	<b>\$ 3,503,099</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 22,815,778</b>
<b>Cumulative Remaining Capacity</b>		<b>\$ (1,003,686)</b>	<b>\$ (3,015,310)</b>	<b>\$ (1,926,069)</b>	<b>\$ 269,148</b>	<b>\$ 2,464,365</b>	<b>\$ 2,464,365</b>	<b>\$ 2,464,365</b>

Allocated	
Pending	

Prop AA Strategic Plan  
Cash Flow

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

Target Funds Available in Category	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW
Geary Boulevard Pavement Renovation	Construction	\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	\$ 479,426	\$ 958,852	\$ 958,852	\$ 958,852	\$ 958,852	\$ 958,852	\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction		\$ 799,043	\$ 1,598,086				\$ 2,397,129
Fillmore Street Pavement Renovation	Construction				\$ 1,198,565	\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
<b>Cash Flow Subtotal</b>		\$ 479,426	\$ 1,757,895	\$ 2,556,938	\$ 1,198,565	\$ 3,595,694	\$ 2,462,119	\$ 9,588,516
<b>Cumulative Remaining Capacity</b>		\$ 2,814,821	\$ 3,246,023	\$ 2,878,183	\$ 3,868,715	\$ 2,462,119	\$ 2,462,119	\$ 2,462,119

**Pedestrian Safety**

Target Funds Available in Category	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW	SFPW
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 80,000	\$ 145,000	\$ 75,000				\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 175,000	\$ 475,000	\$ 50,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 327,500	\$ 327,500				\$ 655,000
Bulb-outs at WalkFirst Locations	Design		\$ 250,000	\$ 250,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 141,864	\$ 378,303	\$ 466,761			\$ 986,928
<b>Cash Flow Subtotal</b>		\$ 755,000	\$ 2,389,364	\$ 1,582,803	\$ 466,761	\$ -	\$ -	\$ 5,193,928
<b>Cumulative Remaining Capacity</b>		\$ 659,490	\$ (789,916)	\$ (1,432,760)	\$ (959,563)	\$ (19,604)	\$ (19,604)	\$ (19,604)

**Transit Reliability and Mobility Improvements**

Target Funds Available in Category	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA	SFMTA
Muni Metro Station Enhancements - Phase 1	Construction	\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
Muni Metro Station Enhancements - Phase 2	Construction	\$ 1,232,658	\$ 1,232,658					\$ 2,465,316
Geary Bus Rapid Transit - Phase 2	Construction			\$ 600,000	\$ 1,650,000	\$ 1,253,099		\$ 3,503,099
<b>Cash Flow Subtotal</b>		\$ 1,232,658	\$ 3,297,577	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 21,851	\$ 8,033,334
<b>Cumulative Remaining Capacity</b>		\$ 969,364	\$ (864,922)	\$ (1,631)	\$ (188,341)	\$ 21,851	\$ 21,851	\$ 21,851

**Total Available Funds**

	\$ 6,910,759	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 25,280,143
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**Total Cashflow**

	\$ 2,467,084	\$ 7,444,836	\$ 4,739,741	\$ 3,315,326	\$ 4,848,793	\$ 4,848,793	\$ 4,848,793	\$ 22,815,778
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**Cumulative Remaining Capacity**

	\$ 4,443,675	\$ 1,591,185	\$ 1,443,791	\$ 2,720,811	\$ 2,464,365	\$ 2,464,365	\$ 2,464,365	\$ 2,464,365
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# Memorandum

**Date:** September 7, 2017  
**To:** Transportation Authority Board  
**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming  
**Subject:** 09/12/17 Board Meeting: Approval of Programming \$20.793 Million in San Francisco’s One Bay Area Grant Cycle 2 Funds to Four Projects and Amendment of the Prop AA Strategic Plan

**RECOMMENDATION**    Information    Action

- Program remaining \$20.793 million in San Francisco’s One Bay Area Grant Cycle 2 (OBAG 2) county share to four projects:
  - Better Market Street (\$15.980 million)
  - San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021) (\$2.062 million)
  - Embarcadero Station: New Northside Platform Elevator and Faregates (\$2 million)
  - San Francisco SRTS Capital Improvements (\$751,246)
- Amend Prop AA Strategic Plan to reprogram \$2.065 million to the Geary Bus Rapid Transit (BRT) Phase 2 project in Fiscal Year 2018/19

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

**SUMMARY**

At its July 25 meeting, the Board deferred taking action on \$20.793 million in San Francisco’s OBAG 2 funds which staff had recommended programming to three projects: Better Market Street, SRTS Non-Infrastructure Project, and Embarcadero Station: New Northside Platform Elevator and Faregates. Several commissioners expressed an interest in a SRTS strategy that included capital infrastructure in addition to education and outreach. As a result, we have revised the staff recommendation by reducing OBAG 2 programming for the SRTS Non-Infrastructure project and adding a new \$751,246 SRTS capital improvements placeholder that will fund a future project(s) identified through walking audits, Vision Zero planning, or other processes and approved by the Board before funds are available in 2020. We have worked with project sponsors to respond to Board questions raised about the other two projects through briefings, additional Board presentations and other communications with your offices. Lastly, as a follow up to the Board’s action programming \$6.939 million in OBAG 2 funds to Phase 1 of the Geary BRT project, we are recommending that the Board amend the Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds freed up from Phase 1 to Phase 2 of the project.

## DISCUSSION

### Background.

About 45% of OBAG 2 funds are directed to congestion management agencies (CMAs), including the Transportation Authority for San Francisco. Provided that the CMAs comply with the Metropolitan Transportation Commission's (MTC's) OBAG requirements, CMAs have flexibility to program funds to a wide variety of project types from transit capacity and enhancement projects to pedestrian and bicycle safety projects to street resurfacing to transportation demand management. MTC has established many requirements for the program, some meant to help ensure compliance with federal timely use of funds requirements to avoid loss of funds to the region and others to help achieve the program's objectives. For the OBAG 2 cycle, \$42.286 million is available for San Francisco's competitive call for projects. MTC requires that a minimum of \$1.797 million of that be reserved for SRTS projects, which the Board prioritized for non-infrastructure projects due to the relative difficulty of funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements.

On July 25, 2017, through Resolution 18-05, the Board approved OBAG 2 funding for three projects totaling \$21.493 million, including: Geary Bus Rapid Transit (BRT) Phase 1 (\$6.939 million), John Yehall Chin Elementary Safe Routes to School (\$3.366 million), and Peninsula Corridor Electrification Project (\$11.188 million). The Board deferred taking action on the remaining \$20.793 million in San Francisco's OBAG 2 funds which staff had recommended programming to three projects to allow for additional questions and follow up, specifically:

- **Better Market Street:** Commissioner Kim requested an update on the project scope, schedule, timeline, expenditures to date, etc. Staff at San Francisco Public Works (SFPW) and the San Francisco Municipal Transportation Agency (SFMTA) presented additional information about the project at the July 25 Board meeting.
- **Embarcadero Station: New Northside Platform Elevator and Faregates:** Commissioner Kim requested additional information on how the elevator at the Embarcadero Station had been prioritized over those at the other Market Street stations and asked for information on Bay Area Rapid Transit District's (BART's) overall approach to addressing elevator needs, noting the important accessibility role played by this infrastructure. BART staff subsequently indicated that the prioritization had to do with project readiness, levels of platform crowding, relatively small station size, and higher level of multi-modal connectivity at the station. BART is also currently undertaking a broader assessment of each District elevator's overall condition, function, and capacity. We worked with BART to provide the aforementioned information to Commissioner Kim and have requested a draft of the elevator assessment report when it is ready, which is anticipated to be this fall.
- **SRTS Non-Infrastructure:** Several Commissioners raised a number of topics related to SRTS ranging from questioning the effectiveness of outreach and education to increase the share of kids walking and biking to school, expressing a preference for capital investments to improve safety, to interest in other strategies such as school crossing guards. Agency staff have presented on the non-infrastructure program at the Board. We have invited the Department of Public Health (DPH), the SFMTA, and San Francisco Unified School District staff to attend the September 12 Board meeting to respond to questions related to the aforementioned topics, including the crossing guard program.

### Staff Recommendation for Remaining OBAG 2 Funds.

## Agenda Item 7

A summary of the revised staff recommendation for San Francisco's OBAG 2 program of projects is provided in Attachment 1. A full list of projects considered in the call for projects and the detailed staff recommendation is in Attachment 2.

Based on Commissioner feedback and the information received from project sponsors, we are not recommending changes to amount of OBAG 2 funds to program to the Better Market Street (\$15.980 million for design) and the Embarcadero Station: New Northside Platform Elevator and Faregates (\$2.0 million for construction) projects. Since the June CAC meeting, SFPW, SFMTA, the Planning Department and Public Utilities Commission have been working together to identify a phased approach to the Better Market Street project that would allow early segments, likely focused on mid-Market and Civic Center, to begin construction as early as 2019 using local funding. OBAG funds would be used to design later segments of the project. SFPW is currently working to update the project cost, schedule, and funding plan for the phased approach by the end of September. One development, for instance, is that one of SFMTA's traction power substation will be removed from the overall Better Market Street scope of work, reducing the project cost by approximately \$100 million.

We have been working with DPH and the SFMTA in response to Commissioner feedback on SRTS. DPH has identified a roughly 25% reduction in OBAG 2 programming for the SRTS Non-Infrastructure project, from \$2.813 million to \$2.062 million. This would allow DPH to continue the current program from 2019 to 2021, but would reduce the number of participating elementary schools from 35 to 25 starting in 2019 unless additional funding is identified to support it at current funding levels. Similarly, middle schools would be reduced from four to two and only a single high school would participate. Schools will be prioritized based on school performance, mode shift, safety concerns, and other factors.

Using the freed up funds, we are recommending a new \$751,246 SRTS Capital Improvements placeholder for capital investments that improve safety walking and biking to school. We will work with the SFMTA and DPH to identify a project or projects through school audits, Vision Zero planning, or other processes over the next year or so and bring a recommendation back to the Board for approval prior to the OBAG funds becoming available in 2020.

Attachment 3 includes a map showing projects the proposed OBAG 2 program of projects, including those already approved and those that are the subject of this agenda item. Attachment 4 contains project summaries with additional scope, schedule, and funding plan detail for the projects recommended for funding as part of this action.

### **Prop AA Strategic Plan Amendment Recommendation.**

Last month, the Board approved \$6.939 million in OBAG 2 funds for the construction phase of Geary BRT Phase 1. This funding has freed up \$2.065 million in Prop AA vehicle registration fee funds and \$4.874 million in Prop K sales tax funds from Phase 1 to help close the funding gap for the design phase of Geary BRT Phase 2. We are recommending a corresponding amendment to the 2017 Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds from the Muni Rapid Network placeholder in the 2012 Strategic Plan to Geary BRT Phase 2 in Fiscal Year 2018/19. The Prop K funds are already programmed to the Geary BRT project with flexibility to direct to either phase and do not require any action at this time. See Attachments 5 and 6 for details.

### **Next Steps.**

We previously sought MTC approval to submit a portion of our OBAG 2 programming recommendations to MTC after its July 31, 2017 deadline. Following Board approval of the remaining OBAG 2 programming, we will work with project sponsors to submit the required documents to

## Agenda Item 7

MTC. We expect that these projects will be approved at a separate meeting than the rest of the Bay Area OBAG 2 programming, but that it will not impact when the projects can access funds.

**FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted Fiscal Year 2017/18 budget associated with the recommended action.

**CAC POSITION**

The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – OBAG 2 Program of Projects – Summary of Revised Staff Recommendations

Attachment 2 – OBAG 2 Projects Received and Detailed Staff Recommendations

Attachment 3 – OBAG 2 Program of Projects – Map of Approved Projects and Staff Recommendations

Attachment 4 – OBAG 2 Project Summaries for Recommended Projects

Attachment 5 – Prop AA Strategic Plan

Attachment 6 – Geary BRT Funding Plan

RESOLUTION AUTHORIZING THE ISSUANCE AND SALE OF SENIOR LIMITED TAX BONDS IN AN AMOUNT NOT TO EXCEED \$255,000,000; THE EXECUTION AND DELIVERY OF LEGAL DOCUMENTS RELATING THERETO; AND THE TAKING OF ALL OTHER ACTIONS APPROPRIATE OR NECESSARY IN CONNECTION THEREWITH

WHEREAS, The San Francisco County Transportation Authority (“Transportation Authority”) is a county transportation authority duly organized and existing pursuant to the Bay Area County Traffic and Transportation Funding Act, being Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (“Act”); and

WHEREAS, On July 22, 2003, the Board of Commissioners of the Transportation Authority (“Board of Commissioners”) adopted Resolution No. 04-05 to approve an expenditure plan and a proposal to extend the imposition and collection of the one-half of one percent (1/2%) sales tax throughout the City and County of San Francisco (“County”), and to recommend that such revised expenditure plan and tax extension be considered by the Board of Supervisors of the City and County of San Francisco (“Board of Supervisors”); and

WHEREAS, On July 29, 2003, the Board of Supervisors adopted Resolution No. 485-03, to approve the “New Transportation Expenditure Plan for San Francisco” (“Expenditure Plan”), and to call and provide for an election for the purpose of submitting to the voters an ordinance (“Ordinance”) that would, in part, authorize implementation of the Expenditure Plan, continue collection of the retail transactions and use tax applicable in the County at the existing level of one-half of one percent (1/2%) (“Sales Tax”), continue the Transportation Authority as the independent agency to administer the Sales Tax and oversee implementation of the projects identified in the Expenditure Plan, and authorize the Transportation Authority to issue limited tax bonds as needed, in a total outstanding aggregate amount not to exceed \$1,880,000,000, secured by and payable from the proceeds of the Sales Tax; and



WHEREAS, At the election held for such purpose on November 4, 2003, the Ordinance was approved by more than two-thirds of the electors voting on the measure; and

WHEREAS, Pursuant to Sections 131109 and 131120 of the Act and the Ordinance, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, The Transportation Authority has entered into a Revolving Credit Agreement, dated June 1, 2015 (“Revolving Credit Agreement”) with State Street Public Lending Corporation (“State Street”), pursuant to which the Transportation Authority may borrow and reborrow amounts from State Street from time to time in accordance with the terms of such Revolving Credit Agreement in an amount up to \$140,000,000 outstanding at any one time; and

WHEREAS, The Transportation Authority’s repayment obligations under the Revolving Credit Agreement constitute limited tax bonds and are payable from and secured by the Sales Tax Revenues (which constitute the Sales Tax collected by the State Board of Equalization of the State of California (or the California Department of Tax and Fee Administration, to which the authority to collect the Sales Tax on behalf of the Transportation Authority and to remit it to the Trustee has been transferred) (“BOE”), less the administrative fee deducted by BOE) as provided in the Second Amended and Restated Indenture, dated as of June 1, 2015 (“Existing Indenture”), by and between the Transportation Authority and U.S. Bank, National Association, as trustee (“Trustee”), and by the Sales Tax Revenues Bank Note (Limited Tax Bond), dated June 11, 2015 (“Bank Note”), issued pursuant to the Existing Indenture; and

WHEREAS, There is presently approximately \$140,000,000 outstanding under the Revolving Credit Agreement and the Bank Note; and

WHEREAS, The Transportation Authority desires to provide for the issuance of one or more series of Senior Sales Tax Revenue Bonds (Limited Tax Bonds) (“Bonds”) from time to time and in one or more transactions to (a) finance a portion of the costs of and costs incidental to, or connected with, construction,

acquisition and improvement of certain transit, street and traffic facilities and other transportation improvements, all as described in the Expenditure Plan (“Project”), including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees and working capital, (b) to repay all or a portion of the outstanding amount under the Revolving Credit Agreement and the Bank Note, (c) to fund capitalized interest to the extent determined by a Senior Staff Member (defined below), and (d) to pay costs of issuance related to the Bonds; and

WHEREAS, The total estimated cost of the portion of the Project to be financed with the Bonds is approximately \$200 million (not including outstanding amounts under the Revolving Credit Agreement that are repaid with the proceeds of the Bonds); and

WHEREAS, The Board of Commissioners finds that the Sales Tax Revenues are expected to be sufficient to meet debt service on the Bonds and all other debt that will remain outstanding after the issuance of the Bonds; and

WHEREAS, The Bonds will be secured by and payable from the Sales Tax Revenues on a basis senior to the Bank Note and any obligations under the Revolving Credit Agreement; and

WHEREAS, The Transportation Authority desires to amend and restate the Existing Indenture to provide for the issuance of senior sales tax revenue bonds, including the Bonds, and to enter into one or more supplemental indentures and other documentation appropriate or necessary for the issuance of the Bonds; and

WHEREAS, The Transportation Authority anticipates entering into the following documents in connection with the issuance and sale of the Bonds:

- (a) A Third Amended and Restated Indenture (“Amended and Restated Indenture”), between the Transportation Authority and the Trustee, a form of which is presented as Attachment 1;



- (b) One or more Supplemental Indentures (“Supplemental Indenture” or “Supplemental Indentures”) between the Transportation Authority and the Trustee, which would supplement the Amended and Restated Indenture for purposes of providing the terms and conditions of the Bonds, and a form of which is presented as Attachment 2; and
- (c) One or more Continuing Disclosure Certificates (“Continuing Disclosure Certificate” or “Continuing Disclosure Certificates”) to be executed by the Transportation Authority to assist the underwriters of the Bonds in complying with Rule 15c2-12(b)(5) promulgated by the United States Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, and which will provide, among other matters, for annual updates of certain Transportation Authority financial and operating information, the form of which is presented as Attachment 3; and

WHEREAS, The Transportation Authority desires to appoint U.S. Bank, National Association as Trustee under the Amended and Restated Indenture; now, therefore, be it

RESOLVED by the Transportation Authority as follows:

RESOLVED, That the Board of Commissioners hereby finds and declares that the statements, findings and determinations set forth above are true and correct; and be it further

RESOLVED, That the Board of Commissioners hereby authorizes the issuance from time to time in one or more Series of Bonds for the purpose of (a) financing a portion of the Project; (b) repaying all or a portion of the amount outstanding under the Revolving Credit Agreement and the Bank Note; (c) funding capitalized interest to the extent determined by a Senior Staff Member (defined below); and (d) paying the costs of issuance related to such Bonds; and the maximum interest rate on the Bonds shall not exceed the lesser of 12% or the maximum rate permitted by law. The Board of Commissioners hereby specifies that the aggregate principal amount of all Series of Bonds shall not exceed \$255,000,000. The Board of Commissioners hereby specifies that each Series of Bonds shall not mature later than March 31, 2034. The



Executive Director of the Transportation Authority and the Chief Deputy Director of the Transportation Authority, or any such officer serving or acting in an interim capacity (each, a “Senior Staff Member”), are, and each of them acting alone is, hereby authorized to determine the actual aggregate principal amount of each Series of Bonds to be issued (not in excess of the maximum amount set forth above), the terms of such Bonds (within the parameters set forth in this Resolution), whether the Bonds are to be issued in one or more Series, whether and how much capitalized interest shall be financed with proceeds of the Bonds, and the timing of such issuance or issuances; and be it further

RESOLVED, That the Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the applicable Supplemental Indenture. The Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as shall be set forth in the applicable Supplemental Indenture. Interest on the Bonds shall be paid on the dates as shall be set forth in the applicable Supplemental Indenture. The Bonds shall be subject to redemption on such terms and conditions and to the extent as shall be set forth in the applicable Supplemental Indenture. Payment of principal of, and interest and premium, if any, on the Bonds shall be made at the place or places and in the manner as shall be set forth in the applicable Supplemental Indenture. The Bonds shall be in denominations as shall be set forth in the applicable Supplemental Indenture, provided that they shall not be in denominations of less than \$5,000. Execution and delivery of one or more Supplemental Indentures, which document contains the maturities, interest rates, the payment obligations of the Transportation Authority and other terms of the Bonds within parameters set forth in this Resolution, shall constitute conclusive evidence of the Transportation Authority’s approval of such maturities, interest rates, payment obligations and terms; and be it further

RESOLVED, That the Bonds shall be in substantially the form as shall be set forth in the applicable Supplemental Indenture, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Amended and Restated Indenture or the applicable Supplemental Indenture



or as appropriate to adequately reflect the terms of such Bonds and the obligation represented thereby; and be it further

RESOLVED, That each of the Bonds shall be executed on behalf of the Transportation Authority by the Executive Director of the Transportation Authority, the Chief Deputy Director of the Transportation Authority, or any such officers serving or acting in an interim capacity, or any designees of any such officers (each, an “Authorized Representative”) and by any other officer, Board of Commissioners member, employee or agent to the extent determined by an Authorized Representative to be appropriate or necessary to comply with the terms of the Amended and Restated Indenture or applicable law (such determination to be conclusively evidenced by the execution and delivery of the Bonds by such Authorized Representative). Any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of any person signing the Bonds shall have the same force and effect as if such person had manually signed each of such Bonds; and be it further

RESOLVED, That the Board of Commissioners authorizes the appointment of U.S. Bank, National Association, as trustee under the Amended and Restated Indenture; and, be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized and directed to have prepared and to execute, acknowledge and deliver in the name of and on behalf of the Transportation Authority the Amended and Restated Indenture, one or more Supplemental Indentures and one or more Continuing Disclosure Certificates, all in substantially the forms attached hereto and hereby approved, with such changes as any Authorized Representative determines are appropriate or necessary, in each case, to the extent, and with the terms and provisions as the Authorized Representative executing the same shall determine are appropriate or necessary for the issuance of the Bonds and in the best interests of the Transportation Authority, including, but not limited to, affirmative and negative covenants relating to the Bonds and the finances and operations of the Transportation Authority. The

Amended and Restated Indenture, along with all Supplemental Indentures and Continuing Disclosure Certificates are collectively referred to herein as the “Transaction Documents” and each a “Transaction Document” (such execution and delivery constituting conclusive evidence of the aforementioned determinations); and be it further

RESOLVED, That the Senior Staff Members are, and each acting alone is, hereby authorized and directed, from time to time, to determine the timing of the sale of the Bonds in one or more transactions and to determine whether each such sale shall be on a negotiated or competitive basis; to publish or distribute notices of sale to potential underwriters of the Bonds (including the Notice of Sale in substantially the form attached hereto as Attachment 4 (“Notice of Sale”), with such changes as any Senior Staff Member determines are appropriate or necessary), as and when any Senior Staff Member determines appropriate or necessary; to select for each such sale the underwriter or underwriters of the Bonds; and to take any other action such Senior Staff Member determines is appropriate or is necessary to cause any such sale to comply with the Transportation Authority’s Debt Policy (except as noted below) and applicable law. In the case of competitive sale of the Bonds, the Senior Staff Member shall select the underwriter or underwriters that offer to purchase such Bonds at the lowest true interest cost bid on the date of such competitive sale. In the case of a negotiated sale of the Bonds (a “Negotiated Underwriting”), notwithstanding anything to the contrary in the Transportation Authority’s Debt Policy, each Senior Staff Member shall be authorized to select the underwriter or underwriters of the Bonds without additional approval by this Board of Commissioners; and, be it further

RESOLVED, That in the event that a Senior Staff Member determines to sell Bonds through a Negotiated Underwriting, the Senior Staff Members are, and each acting alone is, hereby authorized and directed to negotiate the terms of, and execute and deliver, a Bond Purchase Agreement in substantially the form attached hereto as Attachment 5 (“Bond Purchase Agreement”) and hereby approved with the underwriter or underwriters selected by a Senior Staff Member, with the terms and provisions, and with



such changes, as the Senior Staff Member executing the same shall determine are appropriate or necessary for the issuance of the Bonds and in the best interests of the Transportation Authority; provided however the compensation payable to such underwriter or underwriters of a Negotiated Underwriting shall not exceed 1.0% of the aggregate principal amount of Bonds sold (such execution and delivery constituting conclusive evidence of the aforementioned determinations); and be it further

RESOLVED, That in connection with the issuance of the Bonds, the Transportation Authority hereby authorizes the circulation in electronic and/or printed form of one or more Preliminary Official Statements, substantially in the form of the Preliminary Official Statement presented as Attachment 6, with such changes as any Authorized Representative determines, in consultation with Disclosure Counsel and the general counsel to the Transportation Authority, are appropriate or necessary. Each Authorized Representative is authorized and directed to deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Authorized Representative to said effect; and be it further

RESOLVED, That upon the sale of any Series of Bonds, the Authorized Representatives are, and each of them acting alone is, hereby authorized and directed to provide for the preparation, publication, execution and delivery in electronic and/or printed form of one or more final Official Statements in substantially the form of the Preliminary Official Statement with such changes as any Authorized Representative determines, in consultation with Disclosure Counsel and the general counsel to the Transportation Authority, are appropriate or necessary. The Authorized Representatives are, and each of them acting alone is, hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the Transportation Authority (such execution and delivery to conclusively evidence the aforementioned determination). One or more supplements to the Preliminary Official Statement(s), the final Official Statement(s) or revised final Official Statement(s) may be prepared

and delivered reflecting updated and revised information as the Authorized Representatives deem, in consultation with Disclosure Counsel, appropriate or necessary. Each Official Statement shall be circulated for use in selling the Bonds at such time or times as an Authorized Representative deems appropriate; and be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to amend the terms of the Revolving Credit Agreement and the Bank Note as appropriate or necessary to effect the issuance of the Bonds and the entry into the Transaction Documents, so long as neither the maximum outstanding amount nor the maximum interest rate under the Revolving Credit Agreement or the compensation payable to State Street is increased by the terms of such amendment; and be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to select and appoint a dissemination agent to assist the Transportation Authority in fulfilling its obligations under the Continuing Disclosure Certificate(s) with respect to the Bonds to the extent deemed appropriate or necessary by such Authorized Representative, and to execute and deliver an agreement with the dissemination agent setting forth the terms of its engagement by the Transportation Authority; and be it further

RESOLVED, That the Authorized Representatives and all officers, agents and employees of the Transportation Authority, for and on behalf of the Transportation Authority, are each authorized and directed to do any and all things necessary to effect the execution and delivery of the Bonds, the Transaction Documents and the Notice(s) of Sale and the Bond Purchase Agreement(s), as applicable, and to carry out the terms thereof, subject in all respects to the terms of this Resolution. The Authorized Representatives and all other officers, agents and employees of the Transportation Authority are further authorized and directed, for and on behalf of the Transportation Authority, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution



or the provisions of the Existing Indenture and the Transaction Documents or to evidence said authority and its exercise. The foregoing authorization includes, but is in no way limited to, the direction (from time to time) by an Authorized Representative of investments of the proceeds of the Bonds and of any Sales Tax Revenues deposited under the Amended and Restated Indenture in Investment Securities (defined in the Amended and Restated Indenture), including the execution and delivery of investment agreements related thereto; the execution by an Authorized Representative and the delivery of a Tax and Nonarbitrage Certificate for the purpose of complying with the rebate requirements of the Internal Revenue Code of 1986, as amended; the execution and delivery of a Blanket Letter of Representations to The Depository Trust Company; the execution and delivery of documents required by The Depository Trust Company in connection with the issuance of the Bonds in book-entry-only form; the filing of a preliminary notice and a final notice with the California Debt and Investment Advisory Commission with respect to the proposed sale of the Bonds; and to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended; and the entry into an agreement or modification of an existing agreement with the California Department of Tax and Fee Administration or a successor entity with respect to the payment of the Sales Tax directly to the Trustee. All actions heretofore taken by the officers, agents and employees of the Transportation Authority in furtherance of this Resolution are hereby confirmed, ratified and approved; and be it further

RESOLVED, That from and after the delivery of the Bonds, the Authorized Representatives are, and each of them acting alone is, hereby authorized and directed to amend, supplement or otherwise modify any Transaction Document, any Notice of Sale, or any Bond Purchase Agreement at any time and from time to time and in any manner determined to be appropriate or necessary by the Authorized Representative executing such amendment, supplement or modification, the execution of such amendment, supplement or other modification being conclusive evidence of Transportation Authority's approval thereof; and be it further

RESOLVED, That this Resolution shall take effect immediately upon its adoption and approval.

Enclosures (6):

- A. Form of Amended and Restated Indenture
- B. Form of Supplemental Indenture
- C. Form of Continuing Disclosure Certificate
- D. Form of Notice of Sale
- E. Form of Bond Purchase Agreement
- F. Form of Preliminary Official Statement



# Memorandum

**Date:** September 6, 2017  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 09/12/17 Board Meeting: Authorization of the Issuance and Sale of Senior Limited Tax Bonds in an Amount Not to Exceed \$255 million; the Execution and Delivery of Legal Documents Relating Thereto; and the Taking of All Other Actions Appropriate or Necessary in Connection Therewith

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Authorize the issuance and sale of Senior Limited Tax bonds in an amount not to exceed \$255 million</li> <li>• Approve the financing documents for the bond issuance</li> <li>• Authorize the taking of appropriate action in connection with the bond and any related matters</li> </ul> <p><b>SUMMARY</b></p> <p>The purpose of this action is to authorize the issuance of fixed rate, tax-exempt sales tax revenue bonds in an aggregate principal amount not to exceed \$255 million, at a maximum 12% annual interest rate, with a final maturity no later than March 31, 2034. This action would also approve the financing documents and authorize any actions in relation to the issuance of the bonds. As anticipated in the Prop K Strategic Plan, the bonds are needed to have sufficient cash on hand to meet the cash flow needs of the Prop K capital program.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

**Background.**

Pursuant to Sections 131109 and 131120 of the California Public Utilities Code and an ordinance (Prop K) approved by San Francisco voters in November 2003, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes in a total aggregate amount not to exceed \$1,880,000,000 secured by and payable from the proceeds of the sales tax levied by the Transportation Authority to finance transportation projects in the Prop K Expenditure Plan. The Transportation Authority’s borrowing capacity is separate and distinct from that of the City and County of San Francisco.

Since 2004, the Transportation Authority has administered the Prop K program primarily on a pay-as-you go basis, with the use of short-term debt instruments to meet cash flow needs. Issuing debt facilitates delivery of projects and benefits to the public sooner than would be possible using pay-as-you-go funding.



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Although the Strategic Plan previously anticipated the need for bond financing, our ability to use interim financing – initially through a \$200 million commercial paper (CP) facility which was later converted into a \$140 million revolving loan (Revolver) – has allowed us to more flexibly and cost effectively meet Prop K capital program needs. In April 2017, in order to meet the multi-year funding needs of large projects such as the San Francisco Municipal Transportation Agency’s (SFMTA’s) vehicle replacement and expansion program and those of other project sponsors, the Board authorized the drawdown of \$46 million from the Revolver and we presented our plan to additionally seek authority to issue a long-term bond later this calendar year. As of August 31, the total outstanding balance of the Revolver is \$139.6 million.

Consistent with our debt management plan, we will continue to pay down a portion of the outstanding Revolver balance (the remaining debt from our original CP program) through Fiscal Year (FY) 2020/21, and will convert the remaining \$46 million into a long-term bond as part of the proposed transaction.

At this time, we seek authorization to issue long-term debt (e.g. sales tax revenue bonds when they are truly needed and advantageous to the Transportation Authority) to accelerate delivery of the Prop K program, restore capacity in the Revolver to flexibly manage cash needs, and provide a hedge against potentially rising interest rate environment and associated financing costs.

### **Plan of Finance.**

The purpose of this action is to authorize the issuance of senior lien fixed rate, tax-exempt sales tax revenue bonds (2017 Bonds) in an aggregate principal amount not to exceed \$255 million, at a maximum 12% annual interest rate, with a final maturity no later than March 31, 2034 (the expiration of the Prop K tax based on the end date of the current expenditure plan). The Transportation Authority could sell the 2017 Bonds in one or more series at a time or times and in an amount and manner (competitive or negotiated sale) determined by the Transportation Authority. The proceeds of the bonds would be used to refinance the \$46 million Revolver draw, freeing up Revolver capacity to retain flexibility in terms of quick access to cash at a variable interest rate. Approximately \$200 million in bond proceeds would be used to finance anticipated new Prop K capital expenditures over the next three years, to pay costs of issuance and to fund capitalized interest on the bonds. The bonds would be repaid from the Prop K half-cent sales tax revenue collected by the Transportation Authority. The final term of the 2017 Bonds is expected to be in FY 2033/34, the last year of the Prop K Expenditure Plan. The proposed bonds will be issued with a lien on Prop K revenues that is senior to that of the Revolver.

### **Use of Proceeds.**

We have been closely tracking the largest Prop K projects (in terms of the amount of Prop K funds allocated and remaining to be reimbursed), all of which are in active construction phases or reaching completion or other milestones that will trigger large Prop K reimbursement requests within the next 1-3 years. Among the major cash drivers are SFMTA’s Radio Replacement project, associated Central Control and Communications projects, and the replacement of the motor coach, trolleybus and light-rail vehicle fleets. Attachment 1 lists out the bond-eligible program categories from the Prop K Expenditure Plan.

The adopted FY 2017/18 budget anticipates \$106,530,189 in total Prop K sales tax revenues and \$250,000,000 in Prop K capital expenditures. We expect a modest increase in sales tax revenues each year following FY 2017/18. Beginning with FY 2017/18 and over the next three years, projected capital expenditure reimbursements, as shown in Attachment 2, are expected to significantly exceed

## Agenda Item 8

sales tax revenues collected. A parallel bond reimbursement resolution (agenda Item 8) expands bond-eligible expenditures to those incurred prior to bond issuance in order to provide additional administrative flexibility.

In summary, the bond proceeds would be used to:

- A) Refund \$46 million of the Transportation Authority's outstanding Revolver to restore the availability of interim financing availability for Prop K capital project expenditures;
- B) Finance bond-eligible expenditures authorized in the Prop K Expenditure Plan;
- C) Pay capitalized interest on the bonds; and
- D) Pay issuance costs on the bonds.

This action would also approve the forms of the financing documents for the bond issuance and allow the Executive Director to complete and finalize the documents at the point of sale of the bonds. The draft documents included as Enclosures 1-6 are the:

- Preliminary Official Statement (POS), disclosure describing the bond terms and the Transportation Authority.
- Continuing Disclosure Certificate, which outlines the Transportation Authority's disclosure reporting requirements during the term of the bonds.
- Amended and Restated Indenture setting forth agreements between the Transportation Authority and U.S. Bank, National Association, as trustee (the "Trustee"), amending the existing indenture and providing for the issuance of debt (including the Revolver and the bonds) secured by and payable from the Prop K sales tax.
- Supplemental Indenture between the Transportation Authority and the Trustee setting forth the terms of the bonds.
- Official Notice of Sale, which notifies potential underwriters regarding the bidding parameters for a competitive bond sale.
- Bond Purchase Contract, which outlines the terms of the bond sale should the Transportation Authority elect to enter into a negotiated transaction.

If approved by the Board in September, the Transportation Authority management would then meet with rating agencies and anticipate completing the sale of up to \$255 million in sales tax revenue bonds in October 2017.

### **FINANCIAL IMPACT**

The requested 2017 Bonds, including approximately \$200 million-new money for capital projects and the refinancing of \$46 million of the Revolver, and the related debt service costs have been included in the adopted FY 2017/18 budget. The table on the following page shows the estimated sources and uses for the 2017 Bonds offering. As actual sources and uses will vary based on market conditions and final bond sizing at the time of pricing the 2017 Bonds, we are requesting a not-to-exceed issuance amount of \$255 million.

<b>Table 1</b>	
<b>Sources:</b>	
Bond Proceeds Par Amount	\$247,515,000
Net Premium	<u>27,169,434</u>
<b>Total:</b>	<b>\$274,684,434</b>
<b>Uses:</b>	
Capital Projects Fund	\$204,000,000
Revolver Refinancing	46,000,000
Capitalized Interest Fund	21,456,389
Cost of Issuance	<u>3,228,045</u>
<b>Total:</b>	<b>\$274,684,434</b>

Annual debt service is estimated to be approximately \$22 million, or a total of \$342.8 million over the life of the bonds, which includes \$247.5 million of principal and \$95.3 million of interest expense an average coupon rate of 3.8%, though actual results will vary based on market conditions and interest rates secured by the Transportation Authority on the day of sale. If approved, this action would allow for up to \$255 million in long-term bond obligations, while bringing the total outstanding Revolver balance down to \$93 million. As noted above, the remaining Revolver balance will be gradually paid down annually with sales tax revenues by FY 2020/21.

### **CAC POSITION**

The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

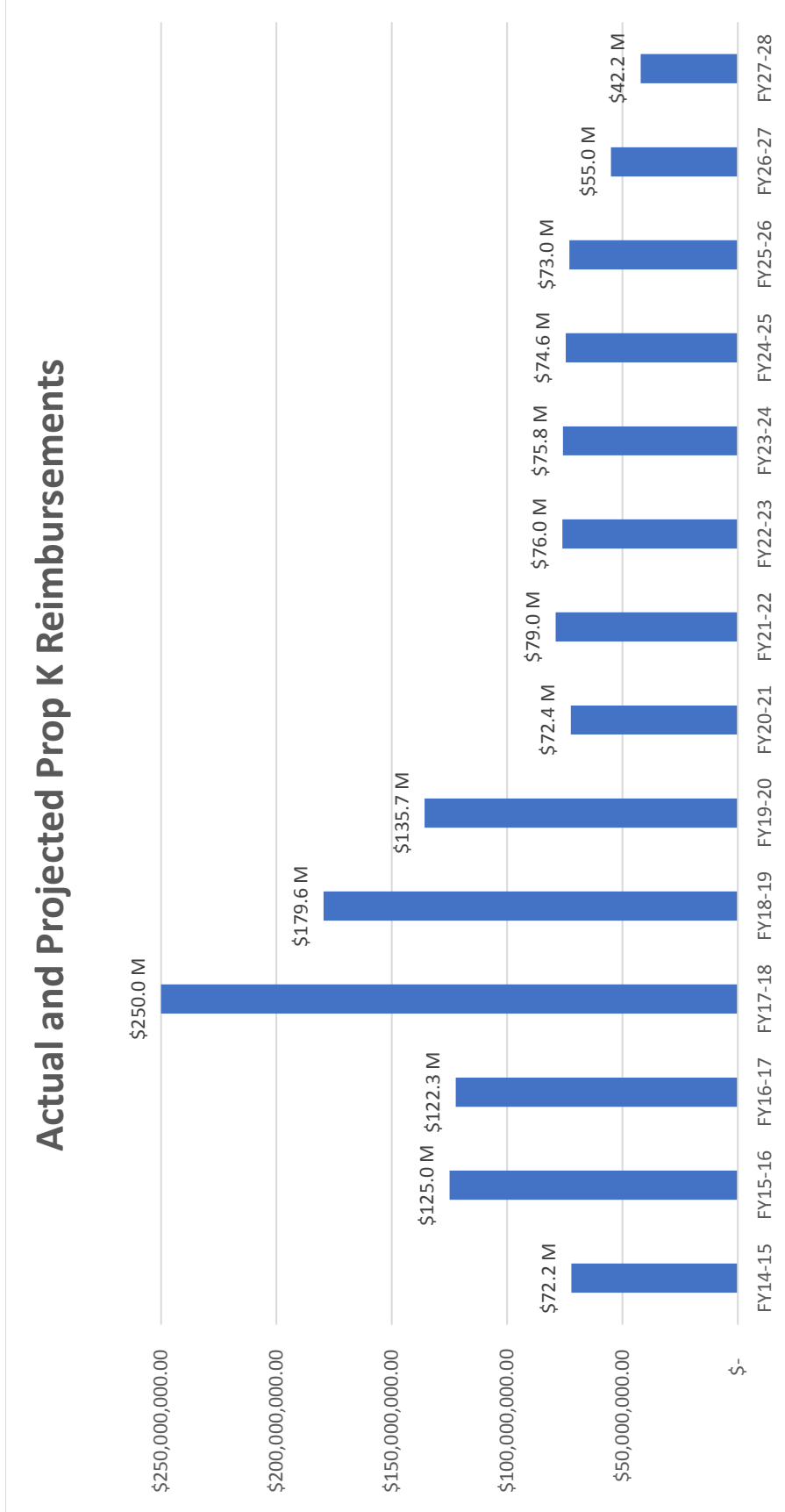
### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Prop K Bond Eligible Project Categories  
 Attachment 2 – Actual and Projected Prop K Reimbursements  
 Enclosure A – Form of Preliminary Official Statement  
 Enclosure B – Form of Continuing Disclosure Certificate  
 Enclosure C – Form of Amended and Restated Indenture  
 Enclosure D – Form of Supplemental Indenture  
 Enclosure E – Form of Official Notice of Sale  
 Enclosure F – Form of Bond Purchase Contract

Prop K Bond Eligible Project Categories
BART State of Good Repair (vehicles, facilities, guideways)
BART Vehicles
Bicycle Safety/Circulation
Bus Rapid Transit - Curb and roadway improvements
Caltrain Communications Based Overlay Signal System (CBOSS)
Caltrain Electrification - Components (e.g. poles, substations)
Caltrain Electrification - Electric Multiple Units
Caltrain State of Good Repair (vehicles, facilities, guideways)
Central Control and Communications (C3)
Curb Ramps
Ferry Terminal
Muni Fixed Guideways (e.g. rail replacement, overhead catenary systems)
Muni Forward, including bulbouts and boarding islands (new and extended)
Muni Historic Streetcars
Muni Light Rail Vehicles
Muni Motor Coaches
Muni Trolley Coaches
Pedestrian Safety/Circulation
Radio Replacement
SFgo (e.g. interconnect and traffic signal controller technology)
Signals and Signs (new and upgraded)
Station Area Improvements
Street Improvements (e.g. streetscape)
Street Resurfacing
Traffic Calming
Transbay Transit Center
Transit Facilities (e.g. stations, maintenance facilities) and Facilities-Related Equipment (e.g. escalators, faregates)
Underground Rail Extension

Attachment 2

### Actual and Projected Prop K Reimbursements



Updated: August 31, 2017



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RESOLUTION DECLARING THE OFFICIAL INTENT OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY TO REIMBURSE CERTAIN EXPENDITURES FROM THE PROCEEDS OF INDEBTEDNESS

WHEREAS, The San Francisco County Transportation Authority (the “Issuer”) intends to construct, acquire and improve certain transit, street and traffic facilities, including but not limited to the San Francisco Municipal Transportation Agency’s (SFMTA’s) Radio Replacement Project, associated Central Control and Communications Projects (C3), and the SFMTA’s purchase of new motor coaches, trolley coaches and light-rail vehicles, such transit, street and traffic facilities being more fully described in the Transportation Expenditure Plan adopted on November 4, 2003, as may be amended from time to time (hereinafter collectively referred to as the “Project”); and

WHEREAS, The Issuer expects to pay certain expenditures (the “Reimbursable Expenditures”) in connection with the Project prior to the issuance of indebtedness for the purpose of financing costs associated with the Project on a long-term basis; and

WHEREAS, The Issuer reasonably expects that debt obligations in an amount not expected to exceed \$255 million will be issued in connection with the Project and that certain of the proceeds of such debt obligations will be used to reimburse the Reimbursable Expenditures; and

WHEREAS, The Issuer desires to declare its reasonable intent to reimburse the Reimbursable Expenditures with proceeds of the debt obligations; now, therefore, be it

RESOLVED, That the Board of Commissioners of the San Francisco County Transportation Authority declares:

Section 1. The Issuer finds and determines that the foregoing recitals are true and correct.

Section 2. This declaration of official intent (this “Declaration”) is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This



Declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The Issuer hereby declares its official intent to use proceeds of indebtedness to reimburse itself for Reimbursable Expenditures.

Section 4. This declaration shall take effect from and after its adoption.





# Memorandum

**Date:** September 6, 2017  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 09/12/17 Board Meeting: Approval of a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Approve a new Declaration of Official Intent to reimburse certain expenditures from the Proceeds of Indebtedness</p> <p><b>SUMMARY</b></p> <p>A Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness (also called a Reimbursement Resolution) is adopted when a government anticipates financing projects with a tax-exempt debt issue and wishes to preserve the option to use tax-exempt bond funding to cover expenditures incurred prior to issuing debt. This helps the issuing agency to size debt appropriately and to ensure compliance with requirements to spend down bond proceeds within three years of the issuance date. Adoption of a Reimbursement Resolution does not obligate the adopting government agency to issue additional debt. In a parallel agenda item, we are seeking authority to issue tax-exempt debt in an amount not to exceed \$255 million in order to advance funds for Prop K capital projects to deliver the benefits sooner to the public than pay-as-you-go would allow.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

**Background.**

The reimbursement with tax-exempt debt proceeds of amounts advanced to pay costs of eligible projects is governed by U.S. Treasury Regulations Section 1.150-2. To be effective, a Reimbursement Resolution must have, among other things, two parts: 1) a general, functional description of the project(s) to be financed; and 2) a statement of the maximum dollar amount of anticipated borrowing for the projects. Adoption of a Reimbursement Resolution does not obligate the adopting government agency to issue additional debt. It simply provides administrative flexibility to use tax-exempt bond funding to cover expenditures incurred prior to issuing debt.

**Plan of Finance.**

As previously discussed with the CAC and Board, and as presented in a parallel Board item (Item 7), based on our analysis of the Prop K major cash flow drivers (e.g. projects like the San Francisco Municipal Transportation Agency’s (SFMTA’s) vehicle procurements), we are currently working on

plan to issue a long-term bond in Fiscal Year (FY) 2017/18. At this point in time, we anticipate the issuance of tax-exempt debt in an amount not to exceed \$255 million if the pace of project delivery and reimbursement requests ramp up as currently expected. Issuing debt facilitates delivery of Prop K projects and benefits to the public sooner than would be possible using pay-as-you go funding.

The general description of projects to be covered by the Reimbursement Resolution includes but is not limited to the construction, acquisition, and improvement of certain transit, street and traffic facilities, including the SFMTA's Radio Replacement Project; associated Central Control and Communications Projects (C3); and the purchase of new motor coaches, trolley coaches and light-rail vehicles. A list of the Prop K bond-eligible project categories is attached.

### **FINANCIAL IMPACT**

Adoption of the new Reimbursement Resolution does not obligate the Transportation Authority to issue any additional debt and has no impact on the agency's adopted FY 2017/18 budget. As noted above, a Reimbursement Resolution provides the administrative flexibility to use a tax-exempt bond financing option for expenditures incurred prior to issuing debt. Further, it helps to size debt appropriately and facilitates compliance with requirements to spend down bond proceeds within three years of the issuance date.

### **CAC POSITION**

The CAC did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Prop K Bond Eligible Project Categories



# Memorandum

**Date:** September 7, 2017  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director of Planning  
**Subject:** 09/12/17 Board Meeting: 2017 San Francisco Transportation Plan Update

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>This memo provides information regarding the 2017 San Francisco Transportation Plan (SFTP) Update. The SFTP outlines how transportation funding in the city will be prioritized over the next 25-30 years with consideration for citywide goals as well as expected and potential revenues. The 2017 SFTP update is the local parallel effort to the Metropolitan Transportation Commission’s (MTC’s) regional Plan Bay Area 2040 update.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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**DISCUSSION**

**Background.**

In December 2013, the Transportation Authority Board adopted the previous SFTP, the long-range blueprint that guides investment in the City’s transportation system. Through detailed data analysis, interagency collaboration, and public involvement, staff evaluated ways to improve our transportation system with existing resources and potential new revenues. The SFTP recommended a diverse investment plan and policy changes that make meaningful progress towards the four city-wide and regional goals identified: economic competitiveness, safe and livable neighborhoods, environmental health, and well-maintained infrastructure.

**Current Effort.**

Staff has been preparing a draft 2017 SFTP Update document, and this memorandum provides a preview of its contents. The 2017 SFTP Update will mirror the local transportation priorities that are included in the MTC Plan Bay Area 2040 update adopted in July 2017. The 2017 SFTP Update also reaffirms the 2013 SFTP’s goals, investment plan, and supporting policy recommendations.

This draft document will include the following content:

- *Investments Bearing Fruit:* This section will provide a progress report on projects implemented, policies adopted, and planning studies completed. It will also acknowledge new revenue sources for transportation that have been established over the past several years. Overall, this section will highlight key milestones and progress since adoption of the 2013 SFTP that contribute towards the SFTP’s goals.

## Agenda Item 10

- *Existing and Future Conditions and Trends:* This section will provide an update of conditions and trends – such as population and employment growth, traffic congestion, and affordability trends that impact San Francisco’s transportation system.
- *Updated Transportation Investment Strategy:* The 2017 SFTP Update retains the same framework as the 2013 SFTP of two investment scenarios: a fiscally constrained scenario that can be funded with anticipated revenues and a more visionary scenario if additional revenues are secured. This section will explain the minor updates to the scenarios which reflect changes in project costs and revenue projections.
- *What’s Next:* The document will conclude with a summary of new long-range planning efforts that are currently underway and continued revenue advocacy efforts needed to address our on-going transportation challenges.

**Schedule.**

- Summer 2015: Initial Outreach
- Fall 2015: Call for projects (combined with Plan Bay Area 2040)
- Spring 2016: Updated project evaluation
- Fall 2016 – Spring 2017: Research conducted on current and future conditions and trends; Updated expenditure and revenue plans; Plan Bay Area coordination and advocacy
- Summer/September 2017: PBA approval; Draft SFTP 2017 document
- Fall 2017: Expected adoption

**Next Steps for 2017 SFTP Update.**

As outlined in the schedule, staff will present the draft document for adoption later this fall.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

None.