



# AGENDA

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

**Date:** Tuesday, September 26, 2017; 10:00 a.m.  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee  
**Clerk:** Steve Stamos

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|---|-------------|
| 1. Roll Call  |             |
| 2. Chair’s Report – <b>INFORMATION</b>              |             |
| 3. Executive Director’s Report – <b>INFORMATION</b> |             |

**Consent Agenda**

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|---|----|
| 4. Approve the Minutes of the September 12, 2017 Meeting – <b>ACTION*</b>   | 5  |
| 5. <b>[Final Approval]</b> Appoint Hala Hijazi to the Citizens Advisory Committee – <b>ACTION*</b>  | 17 |
| 6. <b>[Final Approval]</b> Allocate \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions – <b>ACTION*</b>   | 23 |
| <p><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 &amp; 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)</p> <p>(SFMTA) California Street Laurel Village Improvement Project – Traffic Signals (\$500,000); Safe Streets Project Evaluation Program (\$320,000)</p> |    |
| 7. <b>[Final Approval]</b> Program \$17,980,000 in San Francisco’s One Bay Area Grant Cycle 2 Funds to Two Projects and Amend the Prop AA Strategic Plan – <b>ACTION*</b>   | 39 |
| <p><b>Projects:</b> Better Market Street (\$15.980 million); Embarcadero Station: New Northside Platform Elevator and Faregates (\$2 million)</p>   |    |

**End of Consent Agenda**

## Board Meeting Agenda

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| 8.  | <b>[Final Approval]</b> 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>  | 65  |
| 9.  | <b>[Final Approval]</b> Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – <b>ACTION*</b>  | 83  |
| 10. | Downtown Extension Tunneling Study Report – <b>INFORMATION*</b>  | 87  |
|     | In April 2017 the Board allocated Prop K funds to the Transbay Joint Powers Authority (TJPA) to conduct a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the Downtown Extension (DTX). The project’s environmental plans assumed “cut-and-cover” construction methods, mostly on Townsend Street and on Second Street north of Folsom Street, which have the potential for significant traffic and socioeconomic impacts. With the evolution of construction technologies and costs TJPA staff requested Prop K funds to explore lower-impact methods such as tunneling, mining and other means to reduce disruption. Due to the importance and complexity of this effort, the Board directed staff to perform enhanced oversight and required the TJPA to report back to the Board on the draft findings. Since then, the TJPA and its consultants, together with Transportation Authority staff and expert consultants, studied a broad spectrum of construction options and methodologies with the goal of minimizing construction impacts. TJPA staff will present the preliminary findings of the study to the Board at the September 26 meeting. |     |
| 11. | 2017 San Francisco Transportation Plan Update – <b>INFORMATION*</b>  | 99  |
| 12. | Update on ConnectSF – <b>INFORMATION*</b>  | 101 |

**Other Items**

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|-----|---|--|
| 13. | Introduction of New Items – <b>INFORMATION</b>  |  |
|     | During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration. |  |
| 14. | Public Comment  |  |
| 15. | 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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## Board Meeting Agenda

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 12, 2017

### 1. Roll Call

Chair Peskin called the meeting to order at 10:08 a.m.

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

**Absent at Roll Call:** Commissioners Farrell and Sheehy (both entered during Item 3) (2)

### 2. Citizens Advisory Committee Report – INFORMATION

Chair Peskin stated that the CAC did not have a quorum for its September 6, 2017 meeting and instead held an informational workshop.

Maria Lombardo, Chief Deputy Director, stated that all of the items on the CAC agenda were presented and the CAC members in attendance engaged in discussion but since there was no quorum there were no official CAC positions on the items and no minutes from the workshop.

There was no public comment.

### 3. Approve the Minutes of the July 25, 2017 Meeting – ACTION

Commissioner Tang moved to approve the minutes, seconded by Commissioner Yee.

There was no public comment.

The minutes were approved without objection by the following vote:

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

### 4. Appoint One Member to the Citizens Advisory Committee – ACTION

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

Hala Hijazi and Jackie Sachs spoke to their interests and qualifications in being appointed to the CAC.

Commissioner Farrell stated that Hala Hijazi had served the city in various capacities for over 15 years and was a District 2 resident for over 10 years. He said she had close ties to the neighborhood and various constituencies and was looking forward to her bringing a fresh perspective to the CAC. He thanked long-time representative Jackie Sachs for her service on the CAC as well.

Commissioner Farrell moved to appoint Hala Hijazi to the Citizens Advisory Committee, seconded by Commissioner Tang.

There was no public comment.

The motion to appoint Ms. Hijazi was approved without objection by the following vote:

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

**5. Update on State and Federal Legislation – INFORMATION**

Mark Watts, State Legislative Advocate, presented the item.

There was no public comment.

**6. Allocate \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

There was no public comment.

Commissioner Kim moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

**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 – ACTION**

Chair Peskin commented that there was a high level of public interest given the number of people in attendance and noted that the Board did not need to take immediate action on the item.

Amber Crabbe, Assistant Deputy for Policy and Programming, presented the item per the staff memorandum.

Commissioner Kim thanked staff for following up on all the questions she had previously raised about the BART Elevators and Better Market Street projects and that she was now comfortable supporting these projects.

Commissioner Cohen commented that she was not comfortable with the proposed cut to the non-infrastructure Safe Routes to School (SRTS) project. She asked about the equity impact of the funding cut and how the Board could ensure that the funds would be invested in the schools most in need of safe access infrastructure. She expressed support for the goals of the SRTS program, and recommended improved evaluation metrics to make the program more effective.

Chair Peskin said it was his understanding that the Board was mainly concerned with the effectiveness of the SRTS non-infrastructure program and said staff from the Department of Public Health (DPH) was available to answer questions about how the program was administered.

Commissioner Yee agreed that the main issue was whether the program was effective, and said he was interested in measures to evaluate and ensure effectiveness rather than cutting funding on the assumption that the program was not effective. He said he did not support the staff recommendation and instead proposed using the funds to set up a reserve that would be available if and when DPH could demonstrate that the program was effective. Chair Peskin

noted that the reserve funds would not be available until Fiscal Year 2019/20. Ms. Crabbe clarified that the proposed cut was not based on an assumption that the program was not effective, but was based on a perceived need to balance funding for non-infrastructure and infrastructure projects given Board feedback.

Commissioner Sheehy agreed that the SRTS program could be a great asset and that the issue was sufficient metrics to evaluate the effectiveness of the program. He said the effectiveness of capital improvements was a separate issue, but one that should also be evaluated.

Ana Valizdic, Program Manager at DPH, said DPH had distributed a memo to the Board outlining plans for annual reporting of program performance. She said efforts to evaluate outcomes would include bi-annual surveys regarding students' travel mode to school to evaluate changes in travel behavior and to compare against schools without an active SRTS program. She said program staff would also be working with the Vision Zero coalition to evaluate the effectiveness of the program in reducing injuries and collisions. Chair Peskin asked about the evaluation process that was already in place. Ms. Valizdic said the program began in 2009 with five elementary schools, and had been using a form created by the National Center for SRTS to track student travel modes. She said the revised evaluation program would include linkage to Vision Zero and safety outcomes. Ms. Valizdic said that in addition to outcomes, program evaluation would include performance measures such as the number of events hosted by the program, attendees, walking school bus events organized by the program, and neighborhood task force meetings between parents and program staff. Ms. Valizdic said the SRTS program would be partnering with Tenderlion Safe Passage for technical assistance on replicating its Corner Captain program and implementing performance metrics for that. She concluded that DPH would be soliciting more direct input from parents through surveys or focus groups, and that those results would be reported out as well. Chair Peskin asked how many program staff there were, to which Ms. Valizdic replied that the program consisted of 1.5 full time positions including herself.

Commissioner Kim emphasized the importance of evaluating mode shift outcomes over performance measures such as the number of meetings or participants. Ms. Valizdic clarified that evaluation of mode shift outcomes was part of the evaluation process and that DPH had already contracted with the University of California Berkeley to do the analysis. Commissioner Kim asked about results from past years. Ms. Valizdic replied that schools participating in the program had biking and walking mode shares of 27%, whereas those mode shares for non-participating schools was 22%. Commissioner Kim asked if that difference reflected an improvement as a result of the program or if participating schools could have had high walking and biking mode shares prior to participation. Ms. Valizdic replied that the program's selection methodology gave preference to schools with low walking and biking mode shares as long as there were residential neighborhoods within a mile radius.

Commissioner Fewer expressed support for fully funding the SRTS program and for safe commute education. She agreed that stronger evaluation would be helpful, but that full funding for the non-infrastructure initiatives was needed. She said infrastructure improvements and additional crossing guards were also needed, but not at the expense of the non-infrastructure program.

Chair Peskin said the lack of robust outcome evaluation in past years was what led the Board to question the effectiveness of the program. He said the relatively small commute differences

between participating and nonparticipating schools were not encouraging, given the cost of the program.

Commissioner Tang agreed and cited results from previous SRTS reports showing decreases in walking and biking. She expressed doubt about the cost effectiveness of the program and suggested that, given that driving was a necessary part of the commute for many parents, the program goals should include safe automobile drop-off of students. Commissioner Tang recommended several changes in the structure of the program, including a reduction in the number of participating schools, more comprehensive evaluations of the infrastructure needs for safe access, and a change in the selection methodology to emphasize schools with needs for safer access infrastructure. She asked how DPH coordinated with the San Francisco Municipal Transportation Agency (SFMTA) on identifying and prioritizing needed infrastructure improvements. Ms. Valizdic replied that the program had been coordinating with the SFMTA since before the inception of Vision Zero, and that coordination involved preparation of a prioritized list by DPH based on input from schools and parents, and validation of the proposals based on walking audits and other field investigations by SFMTA staff. Commissioner Tang said she did not consider the staff proposal to be a cut to the program because the funding would be used to enhance safe access to schools through a stronger emphasis on capital improvements.

Chair Peskin said he understood Commissioner Tang's frustration that there was no single agency or program responsible for coordinating capital improvements and non-capital initiatives.

Commissioner Kim suggested that bringing back school buses could be part of the solution.

Nik Kaestner, Sustainability Director at the San Francisco Unified School District (SFUSD), said SFUSD was developing a transportation plan that would be completed in about a year, and noted that a renewed school bus program was an option under consideration. He said the number of parents driving students to school increased by several percentages when the school bus program was cut several years before, so renewing the program could result in a measurable improvement in mode share. Commissioner Kim suggested that a portion of the funds allocated for SRTS could be used for a school bus program. Mr. Kaestner said eliminating unnecessary trips was more efficient than any mode of transportation, so the SFUSD transportation plan would also be looking at strategies such as increased participation in on-site after-school programs.

Commissioner Ronen said she drove her child to school given time constraints despite its participation in the SRTS program. She said getting her child to school would require a program such as a school bus or organized carpool, and that infrastructure improvements alone would not be sufficient to change the mode of her child's school commute. Ms. Crabbe also noted that the SRTS program did have a cell phone application for organizing carpools and meet-ups for parent-escorted walks to school. Tilly Chang, Executive Director, said the OBAG program was a limited fund source that was intended to be used strategically to leverage other funds and to encourage the use of more sustainable travel modes. She said she had spoken to Commissioners Tang and Sheehy about continuing the Child Transportation Study, and that outcomes of that study could include recommendations for new school buses, among other possibilities.

Chair Peskin asked about coordination among City agencies regarding school transportation. Ms. Valizdic said the SRTS program involved monthly coordination meetings with the SFMTA, frequent meetings with SFUSD and individual school administrators, as well as frequent ad hoc communication among City agencies.



Commissioner Safai commented that the SRTS program appeared to be designed to address the needs of neighborhood schools, and pointed out that many San Francisco children did not attend schools in their own neighborhoods. He said funding for a school bus program was important but was a separate conversation. He recommended that evaluation of infrastructure needs for safe access to schools be added to the scope of the program, but said the SRTS non-infrastructure program was important and supported fully funding it.

Commissioner Breed agreed that the city's school choice policy had made getting to school more complex. She said she was surprised that the SRTS program did not consider transportation options such as after-school shuttles, school buses or crossing guards. She said the program looked good on paper but that she had not heard from any parents that had benefited from the program and doubted that it delivered the needed outcomes. She also expressed doubt that infrastructure projects would necessarily be more effective, and recommended that the SRTS allocation be continued pending recommendations on the most effective ways to enhance safe access to schools. Ms. Crabbe clarified that crossing guard and school bus programs were not eligible for OBAG funds.

Commissioner Yee asked for a more detailed presentation of the results of the outcome measures, with a breakdown of the impact on all travel modes. He recommended that outcome measures emphasize safety in addition to mode shift, to which Ms. Valizdic confirmed that was the proposal going forward. Commissioner Yee noted that there was much less funding for non-infrastructure projects, and said he felt strongly that it should not be shifted to infrastructure projects. He said a balance between capital projects and education and outreach was important for an effective overall policy.

Commissioner Tang cited results of a survey of parents in the program's 2015 report showing that the top perceived barriers to students' biking and walking to school were intersection safety, traffic speed, travel time, crime and distance. She said those results supported her recommendation to use some of the SRTS funds for infrastructure improvements. She acknowledged that the amount in question would not go a long way towards construction, but suggested it could be used for planning and design so that capital projects would be more competitive for construction funds from other sources.

Commissioner Fewer said advocacy for school buses should be part of a larger discussion of education priorities such as summer school funding and equity concerns. She said if faced with a choice she would choose summer school over school buses. She pointed out that the freedom to choose distant schools presented complex equity issues because many families lacked the resources to exercise that freedom.

Commissioner Cohen noted that she had recently introduced a hearing request regarding school buses. She agreed that the school bus program was costly and said it should be able to ensure timely arrival, citing concerns with late buses in the Bayview.

During public comment, Janelle Phung with the San Francisco Bicycle Coalition (SFBC), stated that she had been a SRTS outreach worker since 2014. She said she had a petition signed by 92 families in support of full funding for SRTS. She said she worked at several elementary schools in Chinatown, and started a walking school bus at Gordon Lau Elementary with an average of 130 participants.

Greg Moore, with Tenderloin Safe Passage, commented that as the newest partner in the SRTS program, Safe Passage was excited to begin work on capacity building in other neighborhoods to share the model created over the past nine years. He said that since October 2016, through

Vision Zero Safe Streets for Seniors funding, Tenderloin Safe Passage began morning efforts and had assisted 17,200 school children with a staff of four to six people. Mr. Moore noted that Tenderloin Safe Passage conducted public engagement as well as advocacy, including parents, teachers and residents. He urged full funding of the SRTS program so that the work of Tenderloin Safe Passage could continue.

Ana Vasudeo said she managed outreach workers as part of a partnership between the SRTS program and the SFBC. She asked the Board to approve full funding for SRTS. She said \$750,000 was not enough for a street safety infrastructure project, noting that at John Yehall Chin Elementary a small infrastructure project for safe access cost \$3 million. She said the multi-cultural outreach workers with the SRTS program were a valuable resource for the partnership and the community. Ms. Vasudeo said she was impressed that 100+ Chinatown parents and 30+ Excelsior parents regularly walked together to escort children to school. She said it took substantial time and effort to cultivate these communities of volunteers and it would be detrimental if they were lost.

Kate Robinson, program director for Tenderloin Safe Passage, she said was a new member of the SRTS program. She described how volunteers stood at key points along identified safe routes in the Tenderloin to help children bypass criminal activity, dangerous intersections and general bad behavior that they might encounter along the way. She said Tenderloin Safe Passage had developed an evaluation model with the help of the University of California San Francisco and the Tenderloin Health Improvement Partnership, and was looking forward to the opportunity to share their approach with other neighborhoods starting with South of Market and Bayview. She said limiting funding for SRTS could limit the ability of Tenderloin Safe Passage to provide training to other groups.

Nancy Buffum, Family and Schools Program Manager at SFBC, urged approval of full funding for SRTS. She said she wanted to make sure the Board understood that the outreach workers collaborated with parents, school staff and other community members to increase walking and biking and decrease traffic danger around schools. She submitted to the Board over 40 letters from every supervisory district in support of full funding for the SRTS program. Ms. Buffum said she was also the coordinator for Bike and Roll to School Week, and said the purpose of such efforts was to foster community involvement and it would be successful if and when parents began to take initiative at their children's schools.

Andrea Cristofani expressed strong support for the SRTS program, along with support for better performance metrics. She said she understood that many families had limited mode choices for their school commutes, but said there was a great deal of potential for shifting travel behavior among families who lived within a mile of their schools. She also said the program produced highly valuable intangible benefits.

Rui Jun Li, parent of Jean Parker students, expressed support for full funding for the SRTS program. She said increasing numbers of parents were walking together to escort children to the school as a result of the program. She said there was strong support for the program in her community. Chair Peskin added that Jean Parker was also the recipient of a large capital improvement for safe school access.

Natalie Burdick, Outreach Director for Walk San Francisco, urged the Board to approve the original staff recommendation for full funding for the SRTS program. She said it was the only program in the city focused on getting children safely to school. She said the proposed cut would eliminate the program's multi-lingual outreach, which was critical for improving public

health and safety, particularly in communities of concern, which were the communities with a multitude of high-injury corridors. She said the program was planning new initiatives to deliver stronger results, including neighborhood task forces to identify and advocate for capital projects to enhance safe access to schools.

Matt Dove, Director of Bicycle Programs for YMCA of San Francisco, said SRTS was an important effort for reducing barriers to bicycling. He said the YMCA had partnered with the SRTS program to deliver safe bicycling education to schools throughout the City, and urged full funding for SRTS.

A member of the public commented that the SRTS program had given her daughter confidence to walk and take public transit to school for elementary, middle and high school, and that those modes had become her preferred means to travel around the city. She said her other children for whom SRTS was not available developed a preference for driving. She advocated full funding for the program.

Lori Ko Tong, parent of a Chinese Emergent School student, said she supported full funding for the SRTS program. She said the SRTS outreach coordinator had been effective at increasing the number of participating families and arranging for the installation of additional bike racks. She said the SRTS program had introduced Bike to School Day and was providing measurable change to the benefit of the city.

Alex Darr, Richmond resident and parent, commented that he was appreciative of the city's bicycle infrastructure but believed that increasing bicycle mode share also required convincing people that it was a viable travel mode. He agreed that better evaluation metrics would be helpful but said that reducing the SRTS program pending better metrics would be a mistake. He pointed out that past decreases in bicycle mode share did not necessarily indicate that SRTS was ineffective, but could have been an indication of stronger countervailing trends. Finally, Mr. Darr voiced support for full funding of the SRTS program.

Janelle Wang, parent to students at West Portal Elementary School and Hoover Middle School and liaison for Bike and Roll to school week for West Portal Elementary, urged approval for fully funding the SRTS program. She commented that for the past six years at West Portal Elementary School, she had seen an increase in walking and biking to school. She mentioned that West Portal Elementary did not have a designated safe route to school, but said the school participated and benefited from the program resources. Ms. Wang commented that Bike and Roll events at the school grew organically each year and the SRTS program provided statistics and tips that encouraged parents to change pick-up and drop-off patterns at the school. She said the program had led the SFMTA to designate curbs for parking and loading, as well as encouraged parents to become safety walkers. She said that the SRTS program was a resource that provided the busiest segment of the San Francisco population, working families, a way to improve the safety around schools.

Catherine Kalessis, parent to students at Sunnyside Elementary School, a school board member and the health and wellness lead, commented that without SRTS their walking school bus would not have increased from 15 percent to over 80 percent student participation over the last four years. She mentioned that the SRTS assemblies had encouraged students to want to walk to school. She said that as students grew older it was important for them to want to walk places, to know how to walk safely and be able to walk safely to school. Ms. Kalessis expressed support for fully funding the SRTS program.

A member of the public who was a parent at Gratten Elementary School commented that after switching from another elementary school that was not in the SRTS program, she experienced a difference in the amount of participation, activities, enthusiasm, and community. She commented that her family changed its travel behavior and biked daily, and she said her children's increased sense of empowerment, ownership and belonging on the street had increased. She said as the school district moved toward neighborhood schools, she saw an increase in neighborhood families at the school. She noted that at her child's previous school, she had seen an increase in walking but not biking. She also said that, similar to adults traveling to work, children who did not walk or bike to school expressed concerns around traffic calming, safety and safety in numbers. She mentioned that community at Gratten may not have been aware of the SRTS program because it was embedded in the community. She added that older children did not want to ride a school bus. She said that she was investing in her children knowing what to do on the streets and understanding traffic rules as pedestrians and bicyclists, which were skills they could use as adults. She asked the Board to consider fully funding the SRTS program.

Anna Gore said she was a new mom who was starting to ride with her child by bicycle and urged the Board to fully fund the SRTS program in San Francisco. She said she was deeply concerned about reducing the funding for San Francisco's only encouragement program focused on helping families. She noted that some Commissioners had shared stories about how walking or biking did not feel like a viable option, but that was not the case for many in San Francisco, which was why the SRTS program was so important. She commented that biking was the fastest growing travel mode in San Francisco, which was the result of thoughtful and deliberate efforts by advocates and leaders, including those in the SRTS program. She said that infrastructure was important, but that the importance of education should not be understated. She said that when her child did attend public school in San Francisco, she would want him to be able to walk and bike in safe healthy streets and that this would only happen if the City continued to connect families to safe routes and encouraged families to take advantage of healthy transportation options.

Chair Peskin stated he appreciated the testimony about fully funding the SRTS program and also appreciated that were it not for the previous discussion in July and the revised proposal by staff, the Board would not have had the important underlying discussion about how to optimize the program. He invited Mr. Kaestner to provide background on the program.

Nik Kaestner commented that the SRTS partners were unlikely to object to greater investment in infrastructure, but emphasized that the importance of SRTS was that it was the one program that took a different approach, and said he felt that there should always be some kind of educational component in the city's overall strategy. He said when evaluating SRTS mode-shift outcomes it was important to ask what the effect of an infrastructure project of equal cost would have on the mode share breakdown. He also pointed out that since 1969 the number of children who walked to school nationally had dropped from 50% to 13%, and the SRTS program was fighting a similar trend in San Francisco. Mr. Kaestner briefly reviewed the way the SRTS program had evolved to increase its effectiveness. He said the program initially focused on classroom instruction, and later added outreach, education and encouragement initiatives targeted at parents since they typically made family transportation choices. He said those kinds of initiatives included walking school buses, bike trains and other activities involving parents. Recognizing the need for infrastructure improvements, Mr. Kaestner said the program also added initiatives such as neighborhood task forces to engage parents in identifying and

advocating for capital projects. Regarding families that lived farther from schools, he said the program developed a cellphone application for carpools, and had been piloting new models such as meet-up nodes from which walking school buses could depart for multiple schools. Mr. Kaestner noted a pilot project at Bessie Carmichael Elementary in which walking school buses were coordinated with anti-truancy efforts, saying that the program was attempting to align its transportation goals with educational and social equity goals of SFUSD. Mr. Kaestner said the program was continuing to develop new initiatives such as incorporating traffic safety into the Step-Up Middle School Orientation program and bicycle education and training at elementary, middle and high schools. He said the program was working with Commissioner Yee's Street Smarts program, installing bike racks at all schools, coordinating with the crossing guard program, and incorporating Tenderloin Safe Passage into the citywide SRTS program. He argued that those examples showed that the SRTS program was a dynamic one and deserving of full funding, but that he welcomed input from the Board.

Chair Peskin invited Luis Montoya, Director of Livable Streets at the SFMTA, to speak and asked him about the need for better coordination in the SRTS program. Mr. Montoya replied that there was a need for a strong agency leader but that the SFMTA had been meeting regularly with SFUSD, DPH and other agencies. He said the SFMTA was developing its Capital Improvement Program for approval next year and that the feedback regarding the need for infrastructure and the SRTS non-infrastructure program would feed into those decisions. He noted that the SFMTA served over 100 schools with the crossing guard program, but given the current high turnover rate there were only 170 crossing guards, though it would hopefully be fully staffed by October.

Commissioner Sheehy stated that his office had been in contact with SFMTA staff to figure out how to improve the crossing guard program. He said that crossing guards were essential and asked how it resulted in a situation where the school year had started without enough crossing guards. Mr. Montoya explained that the SFMTA had a number of crossing guards that decided not to accept the position which staff was not aware of until late summer. He said that the prior year the SFMTA did six batches of hiring and received 200 applications, however following the hiring process only 12 or so crossing guards were hired and trained. He noted the difficulty in recruiting for the low-wage, part-time split shift positions. He said that some Commissioners offered to work with SFMTA to recruit residents in their districts, which the SFMTA appreciated. He added that the SFMTA also worked with other agencies in the city to connect with job programs in order to receive more applicants.

Commissioner Sheehy asked if the SFMTA considered recruiting from the parent community. Mr. Montoya said that the SFMTA did recruit from the parent community in multiple languages and also went out to schools and worked directly with principals.

Chair Peskin asked if the SFMTA had expressed willingness to create a school transportation safety program regardless of it was on a high injury network. Mr. Montoya explained that as funding shifted to Vision Zero and to the primary spending of capital funding, it had resulted in a shift of funding away from schools that were not on a high injury network. He said that as part of the Capital Improvement Program update, the SFMTA was evaluating how they could effectively use the funds on and off of the high injury corridor network. He noted that the highly successful traffic calming program was one of the most important ways to reduce speeding on residential streets but would not necessarily be on the high injury network. He said that the SFMTA would increase funding around schools to better manage pick-up and drop-off areas since they received about 100 requests for that program. He said that the SFMTA had increased

their focus around school transportation safety and that they could consider creating a new program or committee specifically for that.

Chair Peskin commented that this was a great opportunity to get the agencies together to discuss potential funding sources that could help meet the various needs that had been mentioned. He suggested that Commissioners Tang and Sheehy meet with his office and staff from the Transportation Authority, SFMTA, DPH and SFUSD in the next few weeks.

Commissioner Yee commented that he would like to see the program fully funded but that he would propose providing 75% of the funding and putting the remaining 25% on reserve for a year to better evaluate the program's effectiveness. He said he also wanted to find out what the cost of a school bus program would be but that it was likely a separate conversation.

Commissioner Breed commented that she supported continuing the two requests and noted that the program was funded through August 30, 2019 and therefore continuing the funding would not create any challenges and would give the Board time to consider the various needs.

Executive Director Chang commented that the Metropolitan Transportation Commission would prefer the item be acted on before the end of the calendar year.

Commissioner Sheehy commented that he supported fully funding the program but noted that the discussion had identified a much larger issue. He said while there was limited data available on the program, the members of the public who had spoken demonstrated the effectiveness of the program. He said that the idea to bring back school buses was a great idea and noted that there appeared to be a citywide problem of getting students to and from school in regards to safety and shortages in buses and crossing guards. He said there should be a working group with all the agencies involved to systematically address the problem, but that cutting funding for a successful program was not the answer.

Commissioner Tang said she would be happy to meet with the various agencies involved but noted that she would like to see programmatic changes in the SRTS program and not just greater effectiveness. She added that she had previously requested to see the budget for the combined \$2.8 million requested, including line item detail, before the Board acted on the requests.

Commissioner Yee commented that while the program may not be considered effective overall, District 7 had seen improvements with an example being Sunnyside Elementary School seeing walking and bicycling increases and finding funding for better crosswalks.

Chair Peskin moved to sever the requests for the San Francisco Safe Routes to School Non-Infrastructure and Capital Improvements projects and continue them to the call of the Chair, and approve the remaining two requests, seconded by Commissioner Breed.

The motion to continue two requests and approve two requests was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

Nays: Commissioner Sheehy (1)

Absent: Commissioner Farrell (1)

**Chair Peskin called Items 8 and 9 together**

- 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  
– ACTION**

**9. Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – ACTION**

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

There was no public comment on the items.

Commissioner Tang moved to approve Items 8 and 9, seconded by Commissioner Ronen.

The items were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy and Tang (7)

Absent: Commissioners Farrell, Kim, Safai and Yee (4)

**10. 2017 San Francisco Transportation Plan Update – INFORMATION**

There was no public comment.

Commissioner Ronen moved to continue Item 10 to the September 26 Board meeting, seconded by Commissioner Tang. The motion was approved without objection.

**Other Items**

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

There were no new items introduced.

**12. Public Comment**

During public comment, Jackie Sachs stated that she had served on the CAC for 20 years and would continue attending the CAC meetings and reporting out at the Board meetings during public comment. She said she frequently rode the bus and had a unique perspective on transit service in the city.

**13. Adjournment**

The meeting was adjourned at 1:00 p.m.



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RESOLUTION APPOINTING HALA HIJAZI 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 reviewed and considered all applicants' qualifications and experience and appointed Hala Hijazi to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Hala Hijazi 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 5

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 Horstün	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.

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>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, SFCIA, 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 SFCIA'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>		

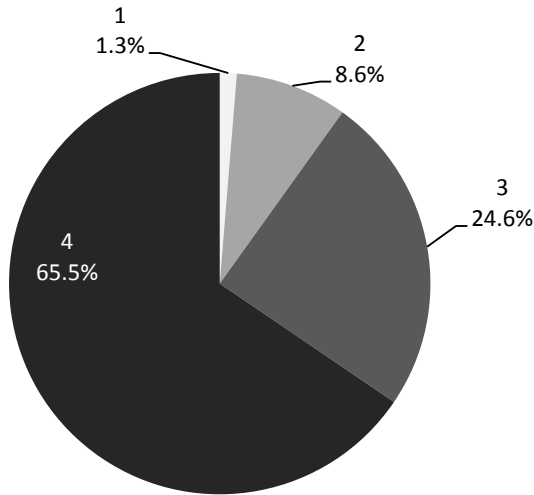
<sup>1</sup> See Attachment 1 for footnotes.

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

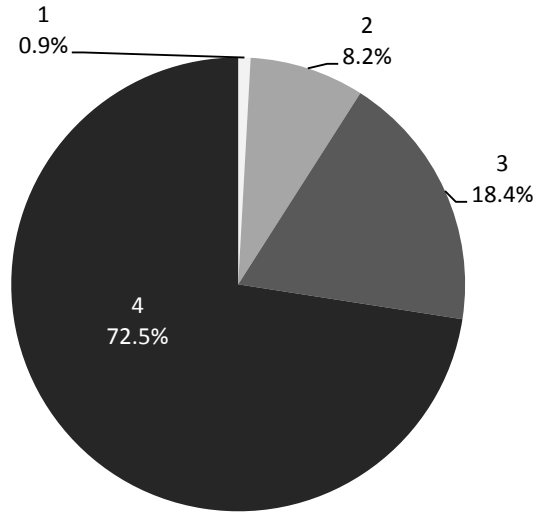
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 61,599,676	\$ 28,826,566	\$ 31,639,722	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 5,820,000	\$ 3,006,000	\$ 2,814,000	\$ -	\$ -	\$ -
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	\$ 1,170,745	\$ 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	\$ 467,495	\$ 470,547	\$ 290,055	\$ 359,511	\$ 364,660	\$ 376,217	\$ -	\$ -	\$ -	\$ -
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

**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><input checked="" type="checkbox"/> Fund Allocation  <input checked="" type="checkbox"/> Fund Programming  <input type="checkbox"/> Policy/Legislation  <input type="checkbox"/> Plan/Study  <input type="checkbox"/> Capital Project Oversight/Delivery  <input type="checkbox"/> Budget/Finance  <input type="checkbox"/> Contracts  <input type="checkbox"/> Other:</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>	<hr/>
<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~~\$17,980,000 IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO ~~FOUR~~TWO 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~~ and

WHEREAS, At its September 12, 2017 meeting, the Board severed the requests for the San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) and San Francisco Safe Routes to School Capital Improvements to be considered separately after further discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming the remaining ~~\$20.793 million~~ \$17,980,000 in San Francisco's OBAG 2 funds to ~~four~~ two projects, as shown in Attachment 2 with scope, schedule and budget detail summarized in Attachment 4; 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. SFCTA, 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
--	---------------

<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 SFCIA 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	<del>San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)</del> <sup>4</sup>	<del>Construction (Non-Infrastructure)</del>	all	<del>\$ 3,879,016</del>	<del>\$ 3,879,016</del>	<del>\$ 2,062,018</del>
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TBD	<del>San Francisco Safe Routes to School Capital Improvements</del> <sup>4</sup>	<del>Design and Construction</del>	all	<del>\$ 751,246</del>	<del>\$ —</del>	<del>\$ 751,246</del>
<b>TOTAL</b>				\$ 2,667,829,000	\$ 72,728,000	\$ 39,472,736
<b>Total Approved (Res. 18-05):</b>				\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
<b>Total Pending Approval</b>				\$ 618,720,000	\$ 46,323,000	\$ 17,980,000
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>						\$ 42,286,000
<b>TOTAL REMAINING</b>						\$ 2,813,264

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

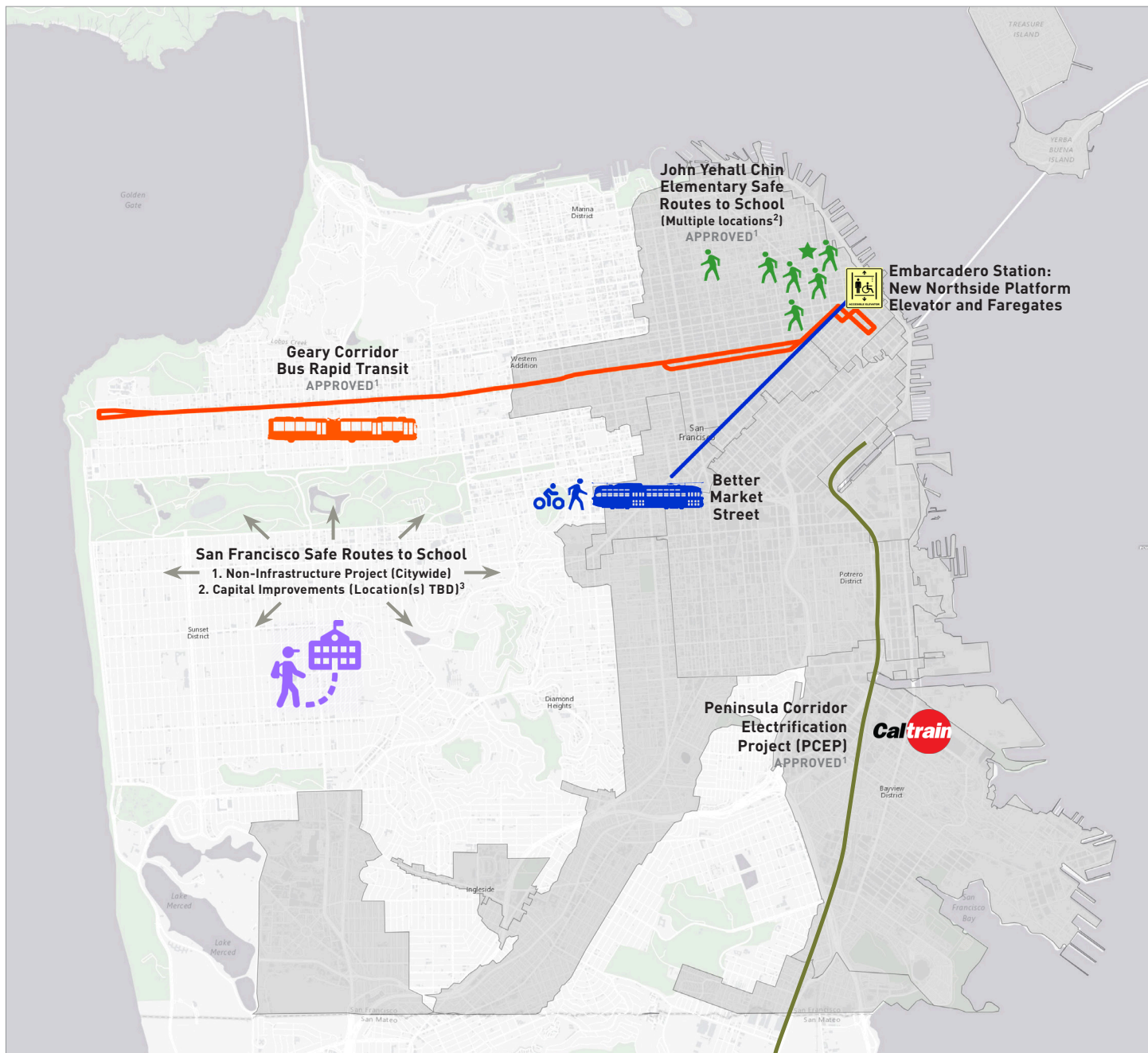
<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and To Be Determined (TBD).

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

<sup>4</sup> Strikethrough projects are deferred for further discussion.



# 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
<b>Total by Phase</b>		<b>\$15,287</b>	<b>\$11,355</b>	<b>\$42,039</b>		<b>\$535,039</b>	<b>\$603,720</b>

## Attachment 4

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

# 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				<b>\$1,910</b>		<b>\$13,090</b>	<b>\$15,000</b>



# 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

## 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>Supervisorial 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	\$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>\$6,280,046</b>	<b>\$58,375,954</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		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Geary Boulevard Pavement Renovation	Construction	\$ 3,294,247	\$ 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	\$ 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>\$ 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>

**Pedestrian Safety**

Target Funds Available in Category		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 2,052,000					\$ 2,052,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 300,000					\$ 300,000
Arguello Boulevard Traffic Signal Upgrade	Construction	\$ 700,000					\$ 700,000
Bulb-outs at WalkFirst Locations	Design		\$ 655,000				\$ 655,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 500,000				\$ 500,000
<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>\$ 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>

**Transit Reliability and Mobility Improvements**

Target Funds Available in Category		Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Muni Metro Station Enhancements - Phase 1	Construction	\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
Muni Metro Station Enhancements - Phase 2	Construction	\$ 2,465,316					\$ 2,465,316
Geary Bus Rapid Transit - Phase 2	Construction			\$ 3,503,099			\$ 3,503,099
<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>\$ 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>Total Available Funds</b>		\$ 6,910,759	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 25,280,143
<b>Total Programmed</b>		\$ 7,914,445	\$ 6,603,976	\$ 3,503,099	\$ 2,397,129	\$ 2,397,129	\$ 22,815,778
<b>Cumulative Remaining Capacity</b>		<b>\$ (1,003,686)</b>	<b>\$ (3,015,316)</b>	<b>\$ (1,926,069)</b>	<b>\$ 269,148</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	\$ 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	\$ 1,253,099	\$ 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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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 projects, 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, In connection with the issuance of the Bonds, the Transportation Authority has prepared for distribution to potential investors a Preliminary Official Statement, a form of which is presented as Enclosure F, which document describes the terms of the Bonds, the security for the repayment of the Bonds, and certain financial and operating information of the Transportation Authority; 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~~Enclosure A;

(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~~Enclosure B; 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~~Enclosure C; 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 Board of Commissioners hereby specifies that~~ 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, provided that interest may be capitalized for no longer than the period permitted under the Act (notwithstanding that such period may be longer than the three-year period set forth in the Transportation Authority’s Debt Policy); 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 to be 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~~Enclosure D (“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 in this Resolution) 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 and that otherwise meets the conditions set forth in the Notice of Sale (unless waived as permitted in the Notice of 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~~Enclosure E (“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~~Enclosure F, 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; Revised September 21, 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

**Follow-up.** Since the presentation of the bond authorization at the September 12 Board meeting, interest rates have remained at historically low levels and may generate a larger original issue premium than originally presented at the time of the sale of the Bonds. Parameters set forth in Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (the “Act”), limit the use of original issue premium on the Bonds to the payment of debt service requiring the need to structure a capitalized interest fund in a like amount. Restricting the capitalized interest fund to a period of three years may limit the Transportation Authority from obtaining the most advantageous cost of borrowing, therefore, we are modifying the resolution to allow the capitalized interest period to go beyond three years as permitted under the Act.

## Background.

## Agenda Item 8

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.

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.**

## Agenda Item 8

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 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

## Agenda Item 8

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 will consider this item at its September 6, 2017 special meeting.

**SUPPLEMENTAL MATERIALS**

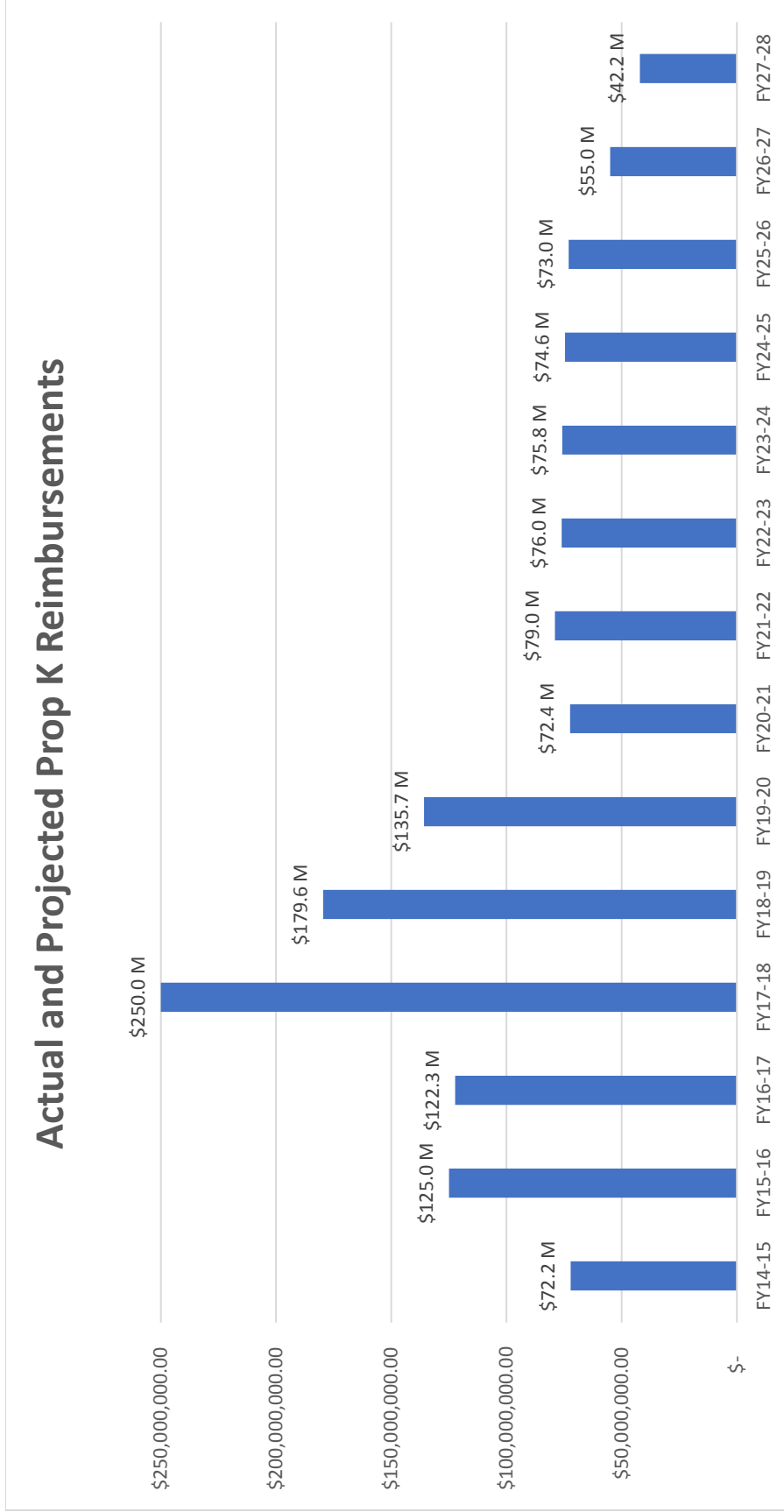
- Attachment 1 – Prop K Bond Eligible Project Categories
- Attachment 2 – Actual and Projected Prop K Reimbursements
- Enclosure A – Form of Preliminary Official Statement
- Enclosure B – Form of Continuing Disclosure Certificate
- Enclosure C – Form of Amended and Restated Indenture
- Enclosure D – 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

# Tunnel Options Study

September 26, 2017



# Study Purpose and Goals

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- Initiated to address impacts resulting from cut-and-cover construction
- Goals:
  - Minimize surface disruption and socio-economic impacts
  - Reduce cut-and-cover tunnel extent
  - Identify feasible mined tunnel construction methods for further study
  - Identify major infrastructure constraints

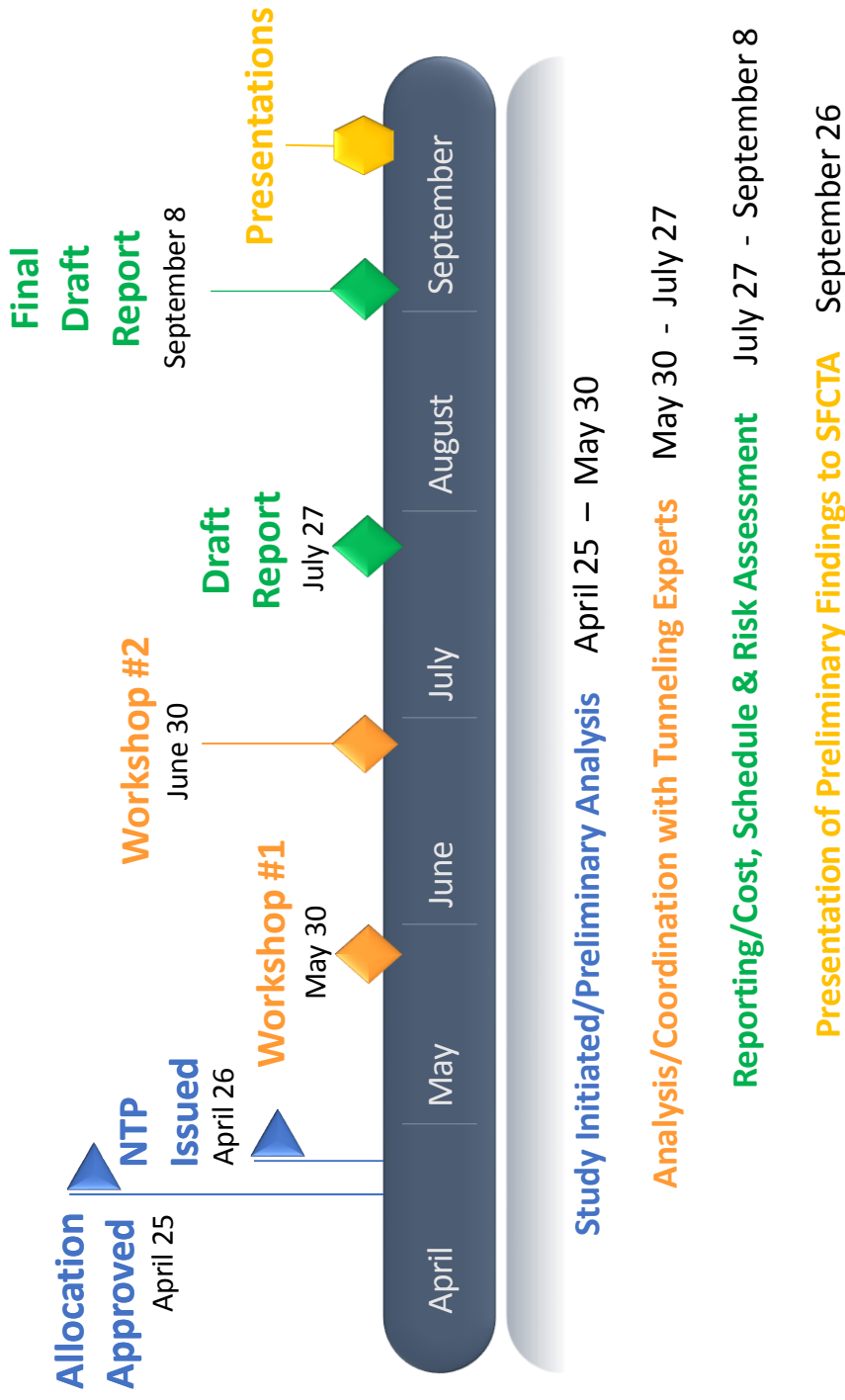


# Study Participants

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- TJPA
- SFCCTA
- CHSRA / WSP
- Caltrain (briefed)
- SFMTA
- AECOM
- Brierley Associates
- Parsons
- McMillen Jacobs
- Mott MacDonald
- EPC

# Study Timeline



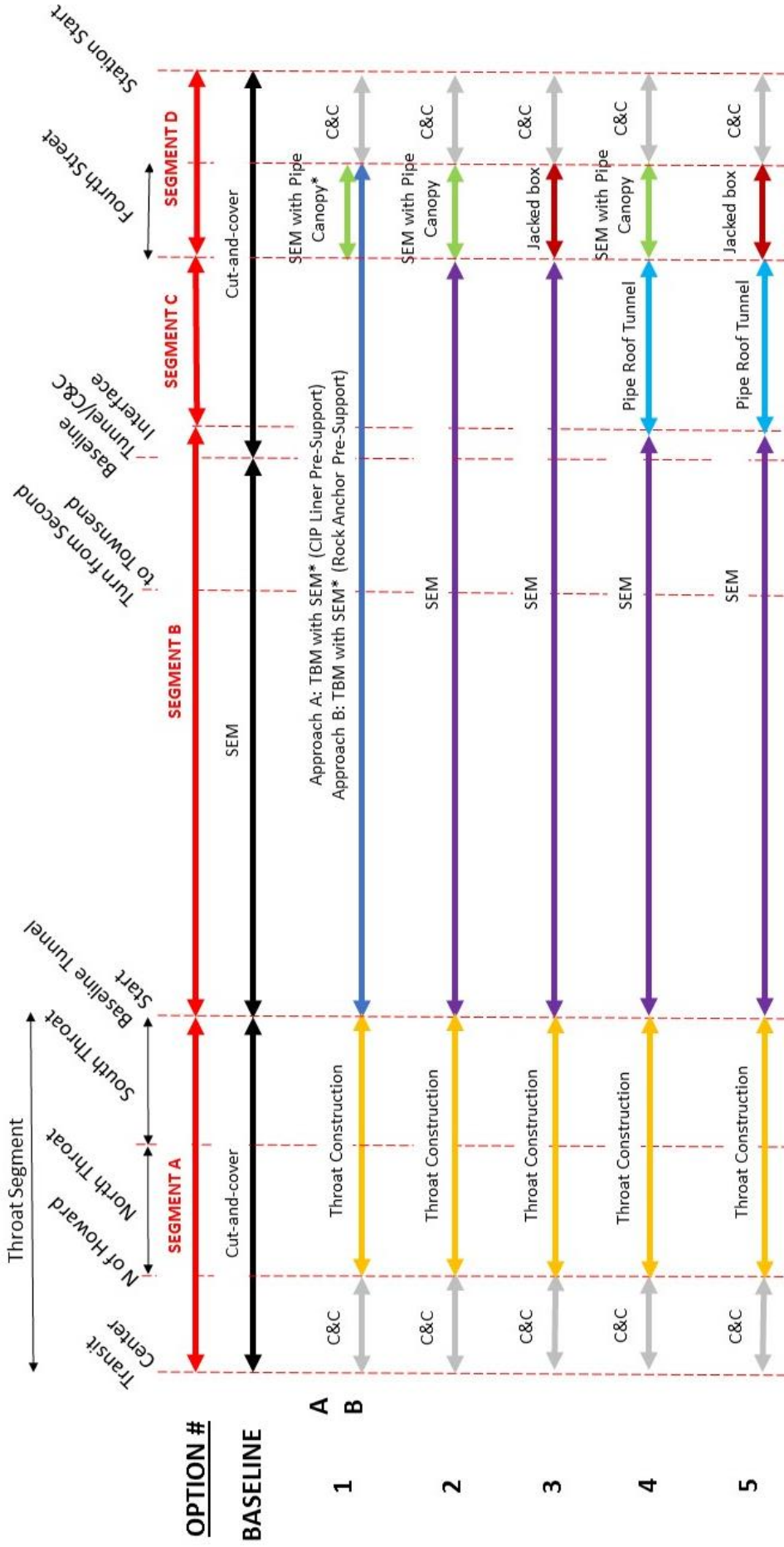


# Tunneling Methods Considered

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- Pipe arch without pre-support walls
- Stacked drift pre-support side walls without vertical pier supports
- Precast roof beam method
- Single 3-track tunnel boring machine (TBM)
- 2-track TBM with single-track TBM
- Jacked box
- Pipe arch between micro-TBM pilot tunnels
- Pipe roof tunnel
- Sequential excavation method (SEM)
- Twin bore TBM with SEM
- Pipe canopy

# Tunnel Options Summary

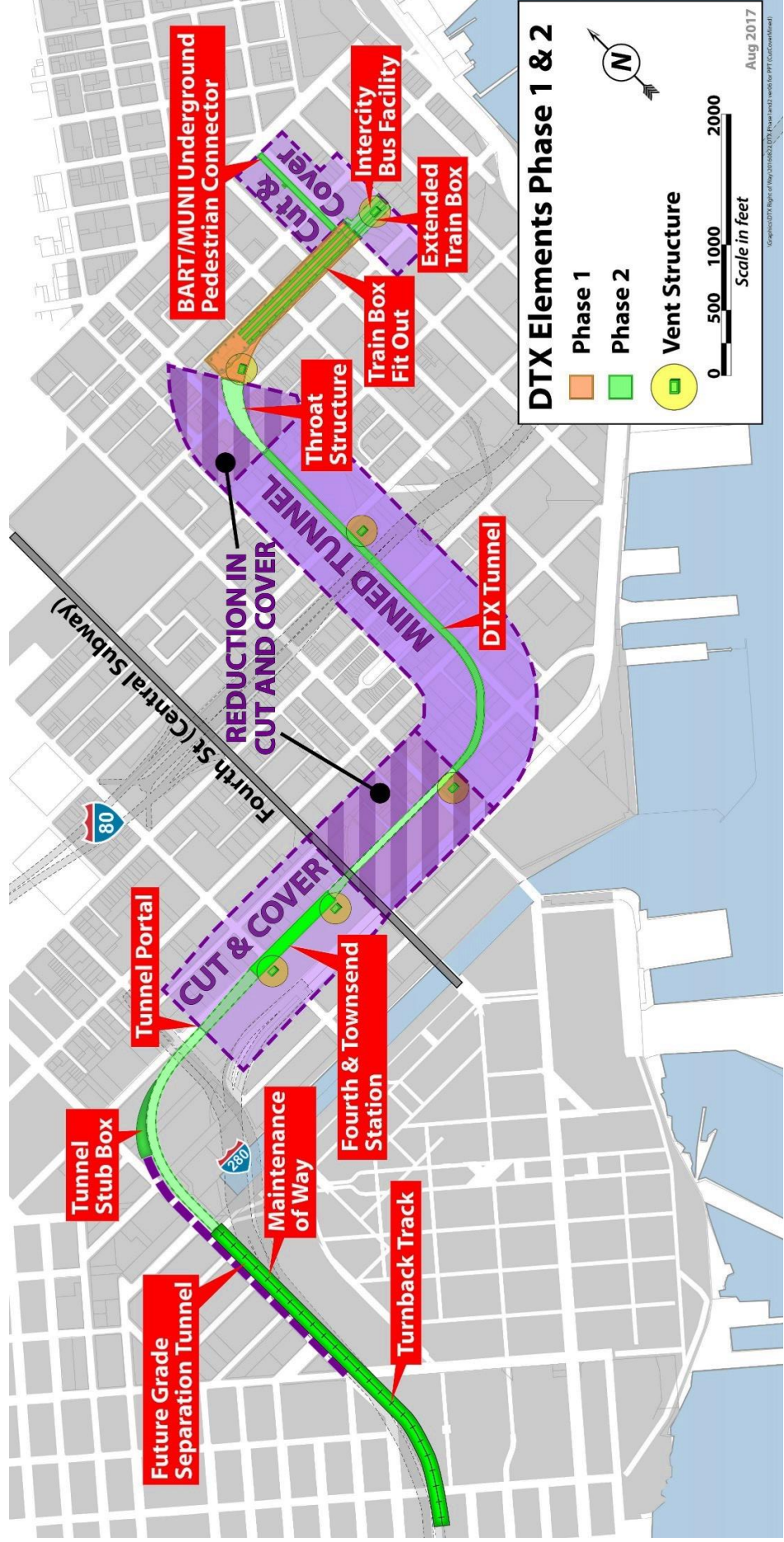


## Preliminary Findings

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- ❑ Cut-and-cover on Townsend Street can be eliminated up to the east end of the Fourth and Townsend Street Station at a reasonable cost.
- ❑ Proposed tunneling options can be accomplished without significant impacts to the project schedule.
- ❑ Reducing cut-and-cover at the Throat Structure (located at Second & Howard Sts) is feasible, but costly.
- ❑ Impacts to Central Subway will be minor and can be mitigated.
- ❑ The Fourth and Townsend Street Station will be constructed using cut-and-cover construction.

# Baseline vs. Reduction



## Next Steps

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- ❑ Further develop mined Howard Street crossing to balance the surface disruption and cost for the Throat Structure
- ❑ Refine the constructability and schedule for the options
- ❑ Confirm ventilation requirements
- ❑ Review configuration of the TBM + SEM tunneling option



# Questions?





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# Memorandum

**Date:** September 19, 2017  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director of Planning  
**Subject:** 09/26/17 Board Meeting: 2017 San Francisco Transportation Plan Update

<b>RECOMMENDATION</b> <input checked="" type="checkbox"/> <b>Information</b> <input type="checkbox"/> <b>Action</b>	<input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
None. This is an information item.	
<b>SUMMARY</b>	
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.	

## 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.

- *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.



# Memorandum

**Date:** September 19, 2017  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director for Planning  
**Subject:** 09/26/17 Board Meeting: ConnectSF 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 serves as an update regarding activities associated with ConnectSF, the San Francisco multi-agency long-range transportation planning program. Currently in the vision-setting phase, this multi-year process will encompass a major update to the countywide transportation plan, or the San Francisco Transportation Plan (SFTP), and an update to the Planning Department’s General Plan Transportation Element.</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> <hr/>
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## DISCUSSION

### Background

To define the desired and achievable transportation future for San Francisco, the Transportation Authority, the San Francisco Municipal Transportation Agency and the Planning Department are collaborating on the San Francisco Long Range Transportation Planning Program, also known as ConnectSF. Additional program partners include San Francisco Office of Economic and Workforce Development and the Mayor’s Office, with involvement of regional transportation agencies to follow.

The program is composed of several distinct efforts, including:

- Subway Vision (completed)
- ConnectSF 2065 Vision (in progress)
- Transit Modal Concept Study
- Freeway and Street Traffic Management Study
- San Francisco Transportation Plan (SFTP) 2050
- General Plan Transportation Element Update

Other key topics to be addressed include: transportation demand management, emerging mobility services and technology and adaptation and resilience. Combined, the efforts of the ConnectSF program will result in the following set of deliverables:

- Create a common vision for the future that will result in common goals and objectives that subsequent efforts work to achieve.

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- Serve as San Francisco’s long-range transportation planning program, integrating multiple priorities for all modes based on robust technical analysis and public engagement.
- Identify short-term needs and opportunities to improve transportation that support key city policies and priorities.
- Identify and prioritize long-term transit strategies and investments to support sustainable growth.
- Develop a revenue strategy for funding priorities.
- Establish a joint advocacy platform, including policy and project priorities.
- Guide San Francisco’s inputs into the Regional Transportation Plan/Sustainable Communities Strategy updates.
- Codify policies in the San Francisco General Plan.

**ConnectSF 2065 Vision.**

The 2065 Vision segment of the ConnectSF program is answering the question “what is the future of San Francisco as a place to live, work and play in the next 25 and 50 years?” To answer this question, staff is employing a scenario planning framework – a methodology used by businesses and large-scale public agencies and governments designed to help organizations think strategically about the future. This methodology identifies drivers of change and critical uncertainties, develops plausible future scenarios to understand how the city may react in those scenarios, the implications and paths for the city to navigate each of those plausible futures, and a preferred future to strive towards.

**ConnectSF Outreach to date.**

Since summer 2016, the ConnectSF team has been actively engaged in several public engagement activities, all with the aim of providing forums for the public to help answer the question, “what is the future of San Francisco as a place to live, work and play in the next 25 and 50 years?” Staff will be using this input to guide the development of a preferred 2065 Vision for the city, to inform the next stages of the ConnectSF program.

In summer and fall of 2016, ConnectSF staff utilized pop-up workshops and an online tool to ask where San Francisco should expand its subway network. More than 2,600 ideas were submitted.

In May 2017, seven on-sidewalk pop-ups scattered around San Francisco, and an online survey encouraged public participants to think broadly about the future of transportation in San Francisco and ask what they are excited and concerned about. Collectively, over 1,100 open-ended responses were collected from over 450 individuals.

Additionally, starting in May 2017, a Futures Task Force was invited to three co-learning events, designed to delve into the specific topics, including impacts of development in neighborhoods, the changing future of mobility, and how work may change in the future. Then, in June, the Futures Task Force participated in the Scenario Building Workshop, designed to understand how uncertain drivers of change may influence the future of San Francisco, and how the city will prepare if those futures come to fruition. The day and a half workshop culminated with the production of four future scenarios, that were further refined by staff and discussed by the Futures Task Force at follow-up webinars.

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During September 2017, focus groups, also called Small Group Experiences, are engaging small groups in thinking about the four scenarios and the tradeoffs between them. The project team is making special efforts to meet with groups and organizations from communities of concern. Additionally, an online public survey about the four plausible future scenarios is now open as well at [connectsf.org/survey](http://connectsf.org/survey). Both efforts are designed to give both staff and the Futures Task Force insight into broader opinions about how San Francisco should react to plausible futures. The Futures Task Force will re-convene on October 4 for the Scenarios Implications Workshop, where participants will discuss the implications of each plausible future and provide direction for staff to develop a preferred future.

### **Next Steps.**

The 2065 Vision will culminate this winter, while staff is beginning on the next phases of the program, including the Transit Concept Modal Study and the Freeway and Streets Study.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item.

### **SUPPLEMENTAL MATERIALS**

None.