



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, October 17, 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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2. Citizens Advisory Committee Report – INFORMATION*	3
3. Approve the Minutes of the September 26, 2017 Meeting – ACTION*	9

Items from the Vision Zero Committee

4. [Final Approval] Approve a Resolution in Support of the Proposed San Francisco Board of Supervisors Ordinance Prohibiting the Operation of Autonomous Delivery Devices on Public Sidewalks and Right-of-Ways – ACTION*	15
This item was considered by the Vision Zero Committee at its October 3, 2017 quarterly meeting. The Committee unanimously forwarded the item to the Board without recommendation.	

Regular Agenda

5. Adopt Positions on State Legislation – INFORMATION/ACTION*	17
6. Approve San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP) and a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions – ACTION*	21
Projects: Restoration of SFMTA Light Rail Lines in Fiscal Years 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000); Planning, Programming and Monitoring for the Transportation Authority (\$778,000) and the MTC (\$237,000)	
7. Allocate \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions – ACTION*	45

Board Meeting Agenda

Projects: (SFMTA) Traffic Signal Upgrade Contract 35 (\$840,000); Better Market Street Interim Signals Rehabilitation (\$50,000); Muni Metro Station Enhancements - Phase 1 (\$2,465,316)

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| 8. | Progress Report for the Van Ness Bus Rapid Transit Project – INFORMATION* | 105 |
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Other Items

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

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

13. Public Comment
14. Adjournment

***Additional Materials**

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 27, 2017

1. Committee Meeting Call to Order

Vice Chair Sachs called the meeting to order at 6:20 p.m.

CAC members present: Myla Ablog, Brian Larkin, John Larson, Peter Sachs, Peter Tannen and Shannon Wells-Mongiovi (6)

CAC Members Absent: Becky Hogue, Hala Hijazi, Santiago Lerma, Chris Waddling and Bradley Wiedmaier (5)

Transportation Authority staff members present were Amber Crabbe, Anna LaForte, Maria Lombardo, Steve Rehn, Aprile Smith, Steve Stamos and Luis Zurinaga (Consultant).

2. Chair’s Report – INFORMATION

Vice Chair Sachs reported out during a workshop prior to the start of the meeting.

Consent Agenda

3. Approve the Minutes of the July 26, 2017 Meeting – ACTION

4. State and Federal Legislative Update – INFORMATION

There was no public comment on the Consent Agenda.

Shannon Wells-Mongiovi moved to approve the Consent Agenda, seconded by Brian Larkin.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Tannen and Wells-Mongiovi (6)

Absent: CAC Members Hogue, Hijazi, Lerma, Waddling and Wiedmaier (5)

End of Consent Agenda

5. Adopt a Motion of Support for Approval of San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), and of a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions – ACTION

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

John Larson asked, given the [delayed] status of the RTIP funds which would not be available until after completion of the Central Subway project, if the remaining commitment was still needed or if the funds could be reprioritized to a different project. Ms. Crabbe replied that the Transportation Authority intended to honor the RTIP commitment to the Central Subway project by programming future RTIP funds to other eligible San Francisco Municipal Transportation Agency (SFMTA) projects until the commitment was fulfilled. Maria Lombardo, Chief Deputy

Director, added that the agencies had known for a long time that all of the RTIP funds would not be available in time to meet the project's cash flow needs, but that the early commitment of RTIP funds to the project had enabled the SFMTA to develop a full funding plan. She also noted that for a large project like the Central Subway, the SFMTA may not know the final total project cost and thus, may not release all of the unallocated project contingency until years after the project was open for service.

Vice Chair Sachs asked what would happen if the Central Subway project was completed in two years and the \$60 million in contingency was not spent. Ms. Lombardo replied that the SFMTA had previously stated it would pay back the funds to the Transportation Authority if they were not needed.

Vice Chair Sachs asked if there was a higher priority project that the funds could be used on in the near term, and whether a policy discussion was bypassed since the funds were committed to the Central Subway project. Ms. Lombardo replied that the last time the Board had acted on the funds they committed to making the Central Subway project the next priority for future RTIP fund but noted that they could revisit that decision.

During public comment, Roland Lebrun stated that the delays on the Central Subway project were a result of problems with the tunnel boring machine technique, which were the same problems the Downtown Extension project would incur. He said the Downtown Extension project could save \$2 billion if it used an alternative approach.

Jackie Sachs asked if the fund exchange would have any effect on the Federal Transit Administration grant awarded to the Central Subway project the year prior. Ms. Lombardo replied that it would not have any impact on the federal funding.

Peter Tannen moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Tannen and Wells-Mongiovi (6)

Absent: CAC Members Hogue, Hijazi, Lerma, Waddling and Wiedmaier (5)

6. Adopt a Motion of Support for Allocation of \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions – ACTION

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

Shannon Wells-Mongiovi commented that some of the traffic signals on Market Street were hard to see and asked why the SFMTA would relocate the signal heads from horizontal mast arms to the vertical poles which would likely decrease signal visibility. Ms. LaForte replied that the SFMTA has previously communicated that the relocation would not impact visibility or safety. Steve Rehn, Senior Transportation Planner, added that the SFMTA was planning to add mast arms to the vertical poles as part of the Better Market Street project and reiterated that the subject project was an interim project to address safety concerns.

Myla Ablog asked if the new signals would include pedestrian countdown signals as part of the Traffic Signal Upgrade project. Ms. LaForte replied in the affirmative and said they would also include audible pedestrian signals.

There was no public comment.

John Larson moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Tannen and Wells-Mongiovi (6)

Absent: CAC Members Hogue, Hijazi, Lerma, Waddling and Wiedmaier (5)

7. Adopt a Motion of Support for Adoption of the 2017 San Francisco Transportation Plan Update – INFORMATION

Camille Guiriba, Transportation Planner, presented the item staff memorandum.

Myla Ablog asked, regarding the equity section of the plan, what the difference was between the census blocks that the Transportation Authority used and the census tracts that the Metropolitan Transportation Commission (MTC) used. Ms. Guiriba clarified that this question was regarding the map of the updated communities of concern and said that this was an effort that was undertaken earlier in the year. Jeff Hobson, Deputy Director for Planning, replied that MTC used census tracts to map communities of concern while the Transportation Authority used census block groups, which were a smaller geography than census tracts but not as small as census blocks. He said the method provided better representation of the more fine-grained geography of San Francisco compared to other parts of the Bay Area.

There was no public comment.

Shannon Wells-Mongiovi moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Tannen and Wells-Mongiovi (6)

Absent: CAC Members Hogue, Hijazi, Lerma, Waddling and Wiedmaier (5)

8. Update on ConnectSF – INFORMATION

Linda Meckel, Senior Transportation Planner, presented the item staff memorandum.

Peter Tannen asked how people were informed of the online survey. Ms. Meckel replied that the survey was promoted on social media accounts of various City departments, and that a link was also shared through the Futures Task Force and its network. She noted that they had received about 1,800 responses so far.

John Larson commented that there seemed to be a lot of planning and study efforts and said that if there was an organizational chart depicting how they intersected that would be helpful for future discussions. He noted that many of them seemed to have different timelines and questioned if there was overlapping efforts.

There was no public comment.

9. Progress Report for the Van Ness Bus Rapid Transit Project – INFORMATION

Peter Gabancho, Program Manager for the Van Ness Bus Rapid Transit Project at the SFMTA, presented the item.

Brian Larkin asked if two sewer lines were being installed as part of the project. Mr. Gabancho replied that they were replacing the median sewer line with two separate lines towards the outside of the street to reduce cost as well as not disrupt bus service should the sewer line need to be repaired in the future. Mr. Larkin asked for confirmation that there was currently \$10 million in claims. Mr. Gabancho replied that was for the project as whole, but most of it was related to sewer and water work. Mr. Larkin asked what the claims were about. Mr. Gabancho replied that there was a maximum negotiated price of \$19 million with the Construction Manager/General

Contractor who had hired subcontractors to do the work. He said when the bid went out the lowest received was for \$39 million though they were able to negotiate it down to \$30 million, but the contractor was still \$11 million over as a result.

Peter Tannen asked if there was a project office where the public could go for information. Mr. Gabancho replied that it was located at 180 Redwood Street. Mr. Tannen said that having modern street light poles in the Civic Center area and replica light poles for the remainder of the corridor seemed backwards. Mr. Gabancho replied that it was due to guidelines from the Secretary of the Interior that greatly discouraged the use of replica historic poles in historic districts. Mr. Tannen asked for a brief summary of why the project was behind schedule. Mr. Gabancho replied that due to the unusually wet winter they had lost 40-50 days of work, but it was also a result of the sewer and water work that went out to bid and came out \$20 million over budget, as the negotiations to reduce it by \$9 million took a long time.

Vice Chair Sachs asked if there was a cost charged to the contractor for the delay. Mr. Gabancho said he thought the contract stipulated approximately \$50,000 per day, but that it was expected that the contractor would make counter claims against the project team. He said they were currently working on a recovery schedule to get the project back on track.

Shannon Wells-Mongiovi asked if the dual permitting process had contributed to the delay – and whether it was separate or additional to the contracting issue. Mr. Gabancho replied that the issues were in parallel and not in addition, but that the contracting issue was the main reason, though they did not have approval from Caltrans to start work anyway.

Ms. Wells-Mongiovi asked if there was an idea about the project team's liability for the delay. Mr. Gabancho replied that there was no liability, as it was the contractor's responsibility to get the permits.

During public comment, Roland Lebrun asked why it was decided to string wire instead of using electric buses. Mr. Gabancho said this would allow the project to utilize the existing rolling stock which did not include any electric buses, and that it was cost-prohibitive to invest in 25-30 specialized buses to just use on this line.

A member of the public asked if there would be boarding doors on both sides of the buses. Mr. Gabancho replied that the buses would only have doors on one side so that any Muni buses could be removed or added to the fleet if needed. The member of the public asked if having pedestrians walk across two or more lanes of traffic was really safer than the current scenario. Mr. Gabancho replied that looking at it as a round trip would be splitting the number of lanes being crossed, for example from four lanes at once to two lanes at the start of the trip and two at the end, so it was the same amount of risk, if not safer.

Carla Jones commented that she was frustrated with the lack of activity on the project. She said it was possible that the construction company could go out of business as a result of being \$11 million over budget which could affect the project. She said it was also getting into the rainy season and holiday season which would inhibit the ability of the project team to make up any time. She said the current construction method was not working and was causing traffic congestion.

Vice Chair Sachs said he was also frustrated with the delay on the project.

John Larson commented that the median was quickly removed but since then there had been virtually no activity.

Vice Chair Sachs called Item 10 after the Consent Agenda

10. Downtown Extension Tunneling Study Report – INFORMATION

Luis Zurinaga, Consultant, introduced the item and Keith Abey, Senior Associate at McMillen Jacobs Associates, who presented the item.

John Larson asked if the final alignment for the Downtown Extension had been decided on. Mr. Zurinaga replied that the Railyard Alternatives and I-280 Feasibility (RAB) Study was nearing completion which would start the conversation on choosing the final alignment, but noted that the Pennsylvania Street alignment appeared to be the preferred one, which was the primary alignment being studied.

Vice Chair Sachs asked whether there was a way to balance the cost of the alignment with the amount of surface disruption, including considerations such as increased traffic and vehicle emissions. Mr. Zurinaga replied that the RAB study looked at the impacts of the cut-and-cover method and would take that balance into consideration, including impacts to local businesses and loss of parking revenue.

Brian Larkin asked what a jacked box was. Mr. Abey replied that it was a concrete square cast adjacent to an excavated tunnel where hydraulic jacks would push out soil. He said it was practical for short tunnels that were 200 feet in length or less and commonly used to cross train tracks. He said it was a less appealing method because it necessitated opening up two ends of an excavation.

Shannon Wells-Mongiovi asked what factors could affect the final alignment chosen. Mr. Zurinaga replied that the decision was not final yet so there were many factors that could affect it. Maria Lombardo, Chief Deputy Director, added that the policymakers would need to make the final decision.

During public comment, Roland Lebrun played a video that showed a rectangle tunnel boring machine for the proposed project alignment with no surface impacts.

11. Introduction of New Business – INFORMATION

Myla Ablog requested that the next item regarding bike sharing or bike lanes also discuss dock-less bike-sharing and the companies that were operating in the city and how they impacted local and small businesses. She also requested an update on how bike lanes were planned and designed in consideration with other modes of transportation such as motorized skateboards.

Peter Tannen said regarding Item 6, the project description included in the meeting materials noted that larger signals would be installed to compensate for the removal of mast arms.

Vice Chair Sachs said that under the Transit Effectiveness Program (TEP) the SFMTA had proposed expanding the 48-Quintara route to operate for a longer period during the day but had since dropped the proposal. He requested a response from the SFMTA on why the proposal was dropped. He also asked for an update on the SFMTA's deployment schedule for the new rolling stock of light rail vehicles.

Brian Larkin said that the TEP was also supposed to add a stop for the Richmond express bus at Van Ness Avenue and that it was included in the Environmental Impact Report but had not heard anything further and would like to know the status.

12. Public Comment

During public comment, Roland Lebrun stated that if the city had waited to bid out the Central Subway construction contracts until the next economic downturn it could have saved a lot of money. He said for the underpass from the Transbay Terminal to the Embarcadero, staff had indicated that it required a cut-and-cover technique but that it could be done through a jacked box technique.

Jackie Sachs requested an update on the Late-Night Working Group's progress and said the city should revert to the pre-2008 Muni bus schedule. She said regarding the July CAC workshop, the pedestrian countdown timers included with the signal upgrades were based on able-bodied people crossing the street when it should take into consideration people with impaired mobility.

13. Adjournment

The meeting was adjourned at 7:55 p.m.

DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 26, 2017

1. Roll Call

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

Present at Roll Call: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

Absent at Roll Call: Commissioners Farrell (entered during Item 3), Cohen and Sheehy (3)

2. Chair's Report – INFORMATION

Chair Peskin reported that he was pleased to join the SF Transit Riders and several Commissioners at the kick-off of Transit Week at City Hall. He said there were many terrific speakers from the Board, as well as from the city's state delegation and leaders and members of local and regional transit agencies. He said that for generations San Francisco had recognized that transit was essential to the city's environment, economy, affordability and public health, and that maintain and growing safe and efficient transit systems was part of the Board's job. He said for transit-dependent community members, the ability to ride transit late at night or to access medical care made a huge difference in their quality of life. Chair Peskin noted that with rising congestion on the city's streets and transit systems, the city needed to do everything possible to support and prioritize public transportation. He said this included ensuring that development projects contribute their fair share to transportation infrastructure, giving buses and trains signal priority and dedicated lanes, and ensuring adequate funding for maintenance, operations and expansion. He said that regarding funding, he was pleased to report that the state legislature had passed Senate Bill 595, the bill to authorize Regional Measure 3 bridge tolls for the Bay Area. He said it was awaiting Governor Brown's signature and would enable the Metropolitan Transportation Commission to work with the city to place it on the ballot in all nine regional counties in 2018. He said the bill required comprises, but ultimately would fund many of the city's priorities, including expanding transit in the region's core. He thanked Assemblymembers Ting and Chiu and Senator Wiener and the rest of the Bay Area legislative caucus for moving the legislation forward. He noted that locally, there was continued work on the Transportation 2045 Task Force to examine revenue options and expenditure plans for a local transportation measure in 2018, which would provide near-term funding to address at least an initial \$100 million in local needs. He said this would be a first step in a long-term financing plan to accommodate the city's growth and maintain the city's existing transit and road infrastructure.

Chair Peskin said that in addition to stable and adequate funding, transit also needed on-street conditions and supportive policies to ensure safety and reliability. He said he appreciated the hearing on congestion called for by Commission Sheehy at the Board of Supervisors' Land Use

and Transportation Committee. He said the presentations from the various agencies involved were very concerning, and that despite significant growth in population and jobs, he was shocked to learn that about the high number of congestion-related traffic citations that the San Francisco Police Department was giving to transportation network companies (TNCs) such as Uber and Lyft. He said the reports showed that TNCs accounted for two-thirds of overall violations such as driving in bus and bicycle lanes, failure to yield to pedestrians, and illegal turns on commercial streets. He said many constituents had already communicated these traffic experiences, but the data to back it up was dramatic. Chair Peskin said that at the hearing he had stated that the city was determined to find a way to obtain local authority to manage the TNC activity and call on the help of the state legislature and Attorney General to make that happen. He noted that it was a matter of public safety and public health, as other Supervisors had declared at the Committee meeting. He added that the Mayor of London also recently decided to not renew Uber's operating license in that city, noting that the TNC companies need to play by the rules as the safety and security of customers must be paramount.

There was no public comment.

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

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

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the September 12, 2017 Meeting – ACTION**
5. **[Final Approval] Appoint Hala Hijazi to the Citizens Advisory Committee – ACTION**
6. **[Final Approval] Allocate \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions – ACTION**
7. **[Final Approval] 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 – ACTION**

There was no public comment.

Commissioner Tang moved to approve the Consent Agenda, seconded by Commissioner Safai.

The Consent Agenda was approved without objection by the following vote:

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

Absent: Commissioners Cohen and Sheehy (2)

End of Consent Agenda

8. **[Final Approval] 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**

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Cohen and Sheehy (2)

9. [Final Approval] Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – ACTION

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Cohen and Sheehy (2)

10. Downtown Extension Tunneling Study Report – INFORMATION

Mark Zabaneh, Executive Director at the Transbay Joint Powers Authority (TJPA), introduced the item and Keith AbeyAbey, Senior Associate at McMillen Jacobs Associates, who presented the item.

Chair Peskin asked about the proposed reduction in the cut and cover method. Luis Zurinaga, Consultant for the Transportation Authority, replied that the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study concluded that it was possible to eliminate all cut and cover between the intersection of 4th and Townsend Streets to the throat of the tunnel before it enters the Transbay Transit Center. Chair Peskin asked for clarification that it was up to the throat but not including the throat. Mr. Zabaneh replied that it was possible to do the throat as well, but that preliminary findings had shown it be costly and therefore it needed to be better analyzed for cost-effectiveness.

Chair Peskin asked for the cost estimates to eliminate cut and cover from the throat section. Mr. Zabaneh replied that preliminary cost estimates to eliminate cut and cover along Townsend Street was approximately \$35 million in today's dollars and only included construction costs. He said this appeared to be feasible and looked promising. He said that a very preliminary estimate to eliminate cut and cover for the throat structure altogether would be in excess of \$200 million in today's dollars and only covered construction costs. He said TJPA had less confidence in that cost estimate because the risks associated with that section were much greater than the Townsend Street section. He said they would take a closer look at the findings and decide if the cut and cover could be eliminated altogether or reduced as much as possible.

Chair Peskin said that it appeared from the RAB study that the current alignment or something similar to it would be the preferred alternative. He said he was adamant about eliminating or greatly reducing the amount of cut and cover used so as not to destroy the neighborhood, as Second and Howard Streets were a part of the downtown core and that having it under construction for four years after enduring the Transbay Transit Center construction would be devastating. He said to the extent it was fiscally feasible, the Board should encourage TJPA and Transportation Authority staff to pursue eliminating cut and cover.

Commissioner Fewer asked for clarification on the cost of eliminating cut and cover at the intersection of 4th and Townsend Streets. Mr. Zabaneh replied that the Townsend Station would still remain cut and cover as it would only be two feet below ground and it appeared that station could not be mined. He said eliminating cut and cover from the Townsend Station to Second Street would cost an estimated \$35 million, and that they were now confident that area could be

mined.

Commissioner Kim stated that the Planning Department had requested to meet with her office to discuss the RAB Study and noted that they were exploring a tunneling option for the Downtown Rail Extension (DTX), including concepts of future development of the 4th and King Railyard and possibly parcels along I-280. She asked how TJPA was working with the Planning Department in that endeavor. Mr. Zabaneh replied that TJPA was working closely with the Planning Department and that they had shared information on the study and solicited comments from TJPA. He said the Planning Department was ready to make a recommendation and would leave it to them to provide recommendations to the Board and policymakers on what would be the best alignment.

Commissioner Kim asked if TJPA was evaluating cost projections for each of the alignments. Mr. Zabaneh replied that they had cost and schedule data for each alignment, and were generally in agreement with the Planning Department. Commissioner Kim asked if the mining on Second Street would go deep enough underground so as not to disturb the utilities. She noted that the city was also investing in improvements to Second Street Market to King Streets and wanted to make sure the mining would not interfere or disturb any of the improvements along the corridor. Mr. Zabaneh replied that the mining should not interfere with the Second Street paving and sidewalk improvement project, except at the throat structure, which depended on how much cut and cover needed to be done. He said in general, mining had less impacts on utilities than cut and cover so they were not currently expecting a lot of utility relocation on that section. He said there would be some impacts to other infrastructure but they were studying how to minimize them.

Commissioner Kim asked for the pros and cons of cut and cover versus tunneling, and whether one option provided the ability to make tunnels wider. Mr. Zabaneh replied that cut and cover was an easier construction method because it enabled excavation from the top and could be accomplished with less risk, while mining was less disruptive on roadways and to the public, but was more complicated. He added that both methods could achieve the same results in terms of number of tracks. Mr. Abey added that it had a lot to do with the width and depth of the tunnels, and noted that the DTX project would be constrained at both ends, with the Transbay Transit Center at the northern end and the Townsend Station at the southern end. He said those two ends were shallower and therefore better suited for the cut and cover method, while the middle segment on Second Street had a deep alignment and good rock, which was why mining was originally considered a better option.

Commissioner Kim asked for clarification that the RAB Study assumed the same tunneling options for the different alignments. Mr. Zabaneh confirmed that the alignments were examined using the tunnel boring machine method, which was one of methods to be used for DTX, the other being sequential mining. He added that the Central Subway project used a combination of both.

Commissioner Kim said that she did not feel comfortable with multiple agencies considering different alignments and not collaborating, when one of the alignments had already been studied and approved in the Environmental Impact Report (EIR). She said she looked forward to a final decision being made and ensuring that Caltrain and Caltrans were supportive of the alignment the city wanted to move forward with.

During public comment, Roland Lebrun stated that there was new technology available to construct the BART pedestrian connector which could save \$100 million. He said it was disappointing that TJPA's presentation did not address any of the issues that the Planning

Commission raised in March 2015. He said that the Central Subway Project had demonstrated that tunnel boring was successful in that it was done on time and on budget for \$218 million, while all of the issues were with the sequential mining which was now being proposed for Townsend Street. He said he had generated a new alignment that eliminated all of the aforementioned issues, including the throat structure on Second Street, and that its only impact would be a temporary bridge from Minna to Nitoma Streets. He said by relocating the Townsend Station to Seventh Street it would provide an advantage in connecting to a future second transbay tunnel and would offer seamless connections between Caltrain and BART.

A member of the public commented that there was too much construction happening in the city and that even the pyramid building was leaning. He said the city needed to be careful with constructing new buildings on top of old buildings and that construction from the 1800s could cause problems.

Rob Birmingham commented that he was the single most impacted owner of real estate as a result of the DTX. He said he had previously met with TJPA staff but could not find agreement on an alignment that minimized impacts to his property, so he hired another engineering firm from Spain to distribute to the Board. He said the engineering firm had proposed a technique that was not included in the project EIR but would be much cheaper to build and had been vetted by railway logistics firms. He said the proposal concluded that only two tracks were needed to go into the TTC and relied on track radiuses from Cologne Germany which had a more complex underground system. He said the alternative being proposed would have tunnel boring machines go through Second Street but avoiding Howard Street. He said he had owned the properties for over 20 years and that if there was open excavation at Second and Howard Streets it would significantly disrupt the city. He said the likely reason a third track was proposed by TJPA was that it was requested by Caltrain years prior, but that his proposal showed two tracks would perform with the same capacity as three tracks by utilizing four platforms instead of six.

Chair Peskin commented that he was not familiar with the consultants that created the proposal and that given it was all new information he would propose a meeting with Mr. Birmingham, Mr. Zurinaga, Commissioner Kim, and TJPA and Transportation Authority staff. Mr. Birmingham stated that it was one of the largest engineering firms in the world and had significant tunneling experience in Asia. He said the firm took several months to put together the proposal, and that the findings were confirmed by other consultants. Chair Peskin asked for confirmation that the radius being proposed by this firm would avoid the buildings he owned which would therefore avoid them being taken by eminent domain. Mr. Birmingham said that was partly correct in that he would lose three buildings on Second Street no matter what alignment was chosen as they were part of the curve. He said he was supportive of DTX but asked that TJPA revert back to the original EIR which would avoid him losing an additional two buildings, one on Second Street and one on Howard Street, which had several high-profile tenants.

Chair Peskin stated that he was pleased that the TJPA and Transportation Authority had taken the Board's input seriously in seeking to eliminate cut and cover.

11. 2017 San Francisco Transportation Plan Update – INFORMATION

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

There was no public comment.

12. Update on ConnectSF – INFORMATION

Jeff Hobson, Deputy Director for Planning, presented the item per the staff memorandum.

Commissioner Fewer asked if the outreach was primarily conducted in English with simultaneous translation or if it was held completely in another language. Mr. Hobson replied that some outreach meetings were conducted completely in another language. Camille Guiriba, Transportation Planner, added that some of the pop up outreach events held in the spring had simultaneous translation in Cantonese and Spanish. She said there were also three smaller focus groups which were conducted completely in other languages, including Cantonese, Spanish and Russian. Commissioner Fewer commented that from her experience, interpretation of simultaneous translation was only 70% at best, which for community members of District 1 would not be a comfortable venue. She said a preferred setting would be outreach completely in their native language and wanted to be sure staff was sensitive to that.

There was no public comment.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Andrew Yip spoke about personal cultivation.

15. Adjournment

The meeting was adjourned at 11:30 a.m.

RESOLUTION SUPPORTING THE PROPOSED SAN FRANCISCO BOARD OF SUPERVISORS ORDINANCE PROHIBITING THE OPERATION OF AUTONOMOUS DELIVERY DEVICES ON PUBLIC SIDEWALKS AND RIGHT-OF-WAYS

WHEREAS, Vision Zero is San Francisco's policy to eliminate all traffic deaths in San Francisco by 2024 and to ensure the safety of our public realm for pedestrians, cyclist and vehicle passengers and drivers; and

WHEREAS, Autonomous Delivery Devices (Devices) are a new technology of significant weight and size that have not been proven safe to travel along public sidewalks or right-of-way; and

WHEREAS, These Devices present numerous safety risks and would be an intrusion in the way of life of the city's most vulnerable populations, including children, seniors, and those with limited vision or mobility; and

WHEREAS, At the May 16, 2017 meeting of the San Francisco Board of Supervisors, Supervisor Yee introduced an ordinance (File No. 170599) to protect the public by amending the Public Works and Police Codes to prohibit the operation of these Devices on public sidewalks and right-of-ways and establishing penalties for their unlawful operation; and

WHEREAS, This ordinance aligns with the Guiding Principles for Management of Emerging Mobility Services and Technologies, as adopted by the Transportation Authority Board at its July 25, 2017 meeting, in terms of safety and congestion; and

WHEREAS, Allowing these Devices to roam the city's sidewalks would represent the commercialization of the pedestrian right-of-away which is already narrow and congested; and

WHEREAS, San Francisco has prioritized sidewalks for people and changing that priority is contrary to the goals of Vision Zero; and

WHEREAS, This is a private versus public priority and safety is the number one role of the



Vision Zero Committee; and

WHEREAS, At its October 3, 2017 meeting, the Vision Zero Committee was briefed on and unanimously recommended forwarding the item to the Board without recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority supports the ordinance and urges the San Francisco Board of Supervisors to adopt it, in order to further the goals of Vision Zero and protect the safety of the general public.

San Francisco County Transportation Authority
October 2017

State Legislation – Updates on Activity This Session

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

Given the October 15 deadline for bills to leave the Governor’s desk, we are not recommending any new positions at this time. At the Board meeting we will provide a verbal update on the final status of bills we have been tracking. At the November Board meeting we will provide a more substantial look back at legislative activity in 2017 and a look forward at the bills continued to 2018 and other issues on which we anticipate the Legislature will focus.

Table 1. Bill Status for Active Positions Taken This Session

Adopted Positions	Bill # Author	Bill Title	Bill Status¹ (as of 10/11/17)
Support	AB 1 Frazier D	Transportation Funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. AB 1 is similar to SB 1 (Beall), which was enacted in May 2017, and therefore this bill will likely be repurposed in 2018.	Assembly Two-Year
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes. The bill created a new Transit Pass Program to be administered by Caltrans to establish a free or reduced transit pass program to qualified middle school, high school, community college, and University of California and California State University schools. This bill appropriated \$20 million from the Public Transportation Account to fund the program, which sunsets January 1, 2022. A performance evaluation report is due to the Legislature on or before January 1, 2020.	Assembly Enrolled
	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program. This bill re-enacted State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays were expected if this was not reinstated.	Chaptered
	AB 87 Ting D	Autonomous vehicles. Assemblyman Phil Ting has taken initial steps to protect the public by introducing California Assembly Bill (AB) 87, which codifies the Department of Motor Vehicles’ (DMV) ability to revoke the vehicle registration for autonomous vehicles that violate the DMV’s Autonomous Vehicle Tester Program and fine the TNCs that operate said vehicles, as well as give local law enforcement jurisdiction to impound said vehicles.	Assembly Two-Year

San Francisco County Transportation Authority
October 2017

AB 342 Chiu D	<p>Vehicles: automated speed enforcement: five-year pilot program. Would authorize, no later than January 1, 2019, the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems. This remains a high priority for SFMTA, and we will work to support efforts to advance the bill next year.</p>	Assembly Two-Year
SB 1 Beall D	<p>Transportation Funding. This bill created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads and other transportation needs. Estimated \$52 billion in new revenue statewide over the next 10 years for transportation.</p>	Chaptered
SB 422 Wilk R	<p>Transportation projects: comprehensive development lease agreements: Public Private Partnerships. Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. These two bills are very similar and would extend P3 authorization indefinitely. P3 could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.</p>	Senate Two-Year
SB 595 Beall D	<p>Metropolitan Transportation Commission: toll bridge revenues. This bill requires the nine Bay Area counties to conduct a special election on a proposed increase in the toll rate (known as Regional Measure 3 or RM3) on the seven state-owned toll bridges in an amount TBD to finance projects and programs to improve mobility and enhance travel options on the bridges and bridge corridors, as outlined in the expenditure plan in the legislation. MTC is currently planning to place RM3 on the ballot in June 2018, and will likely pursue a \$3 toll increase, which is the maximum authorized by this legislation. Assuming a \$3 toll increase passes, the expenditure plan would direct \$4.5 billion to capital projects and programs, including \$500 million for BART expansion cars, \$140 million for SF Muni fleet expansion and facilities, and \$325 million for the Caltrain Downtown Extension.</p>	Senate Chaptered

San Francisco County Transportation Authority
October 2017

	SB 768 Allen , Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships. Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. This bill would extend this authorization indefinitely. P3 authorization could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.	Senate Two-Year
Oppose	AB 65 Patterson R	Transportation bond debt service. This bill would shift debt service payments for High-Speed Rail bonds from truck weight fees to the state General Fund, intending to bring the High-Speed Rail project to an end.	Assembly Two-Year
	SB 182 Bradford D	Transportation network company: participating drivers: single business license. This bill would allow Transportation Network Company (TNC) drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business. SFMTA, the City, and the Transportation Authority have registered their opposition to this bill on the basis that it would hinder our ability to collect information from the approximately 45,000 TNC drivers that cause an estimated \$2-4 million per year in wear and tear on our local streets and an increased burden on traffic enforcement resources.	Senate Enrolled
	SB 423 Cannella R	Indemnity: design professionals. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.	Senate Two-Year
	SB 493 Hill D	Vehicles: right-turn violations. This bill would reduce the violation fine for failing to stop before making a right hand turn from \$100 to \$35. Reducing penalties for drivers committing safety violations is not consistent with the City's Vision Zero goals.	Assembly Two-Year

¹Under this column, "Two-Year" indicates the bill has become a two-year bill and to remain viable must pass the house of origin by the end of January in 2018, the second year of the two-year legislative session. "Enrolled" means the bills has passed out of both houses of the Legislature and is on the Governor's desk for consideration. "Chaptered" indicates the bill is now law.



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RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND A FUND EXCHANGE OF \$13,752,000 IN RTIP FUNDS WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS FOR THE CENTRAL SUBWAY PROJECT, WITH CONDITIONS

WHEREAS, As Congestion Management Agency for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other region's RTIPs and the California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23; and

WHEREAS, In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan, as shown in Attachment 1; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project is currently the Transportation Authority's highest priority for the next \$75.5 million in RTIP funds: and

WHEREAS, Per CTC guidelines, the Transportation Authority is unable to program additional RTIP funds to the Central Subway project since all the construction contracts have been awarded and for this reason the Transportation Authority will honor the Central Subway RTIP



commitment by programming the next \$75.5 million in RTIP funds to other SFMTA projects that can comply with CTC RTIP guidelines; and

WHEREAS, the CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects with the remainder available for capital projects, as shown in Attachment 2; and

WHEREAS, Transportation Authority staff recommended programming \$778,000 for the Transportation Authority and \$237,000 for the MTC in PPM funds, as shown in Attachment 3; and

WHEREAS, At the SFMTA's request, Transportation Authority staff recommended programming the remaining \$13,752,000 in RTIP funds to the Restoration of SFMTA Light Rail Lines projects in FYs 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000), as shown in Attachment 3 with additional detail on the projects' scope, schedule, cost and funding shown in Attachment 4; and

WHEREAS, These projects are programmatic annual expenditure for which the SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process; and

WHEREAS, As a condition of approving the 2018 RTIP funds, the SFMTA will be required to submit an updated Project Programming Request form (Attachment 4) with the detailed scope of work and an updated schedule, budget, and funding plan to the Transportation Authority for approval prior to submitting an allocation request to the CTC, but no later than September 30 of the year of programming; and

WHEREAS, Concurrent with the 2018 RTIP programming, the SFMTA has requested that the Transportation Authority approve a fund exchange of the recommended \$13,752,000 in RTIP funds in its Restoration of SFMTA Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13,752,000 in Prop K funds for the Central Subway project; and

WHEREAS, The SFMTA is projecting that the Central Subway project cost will remain within the \$1.579 billion baseline budget adopted in 2008 and the budget includes \$74.57 million in remaining unallocated contingency (which almost exactly corresponds to the Transportation Authority's remaining RTIP commitment to the project) that is currently unfunded; and

WHEREAS, The SFMTA anticipates needing to access some of the Central Subway's remaining unallocated contingency funds soon, providing the basis for the Prop K/RTIP fund exchange request; and

WHEREAS, The fund exchange would require a concurrent Prop K Strategic Plan amendment to advance a total of \$13,752,000 from the outer years of the program to FY 2017/18 and amending the 5YPP for the Muni Guideways category to add those funds to a new Central Subway RTIP Exchange project, as summarized in Attachments 5 and 6; and

WHEREAS, The requested Strategic Plan amendment would increase financing costs in the Muni Guideways category by 3.16% and result in an increase of \$5,631,444 (0.19%) 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, Transportation Authority staff recommended approving the requested fund exchange conditioned on CTC approval of San Francisco's Proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects, anticipated in March 2018, with the additional requirement that SFMTA provides quarterly progress reports on the Light Rail Lines projects; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2018 RTIP as summarized in Attachment 3; and be it further



RESOLVED, That the Transportation Authority hereby approves the fund exchange of \$13,752,000 in RTIP funds proposed for the Restoration of SFMTA Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway Project, with allocation of the Prop K funds conditioned on CTC approval of San Francisco's proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects and with the requirement that the SFMTA provide quarterly progress reports for the Light Rail Lines projects; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance a total of \$13,752,000 in the Muni Guideways category to FY 2017/18 as summarized in Attachment 6; and be it further

RESOLVED, That the Transportation Authority hereby amends the Muni Guideways 5YPP, as detailed in Attachment 5; and be it further

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

Attachments (6):

1. Remaining RTIP Commitments Table
2. Funds Available
3. Final Programming Priorities
4. Project Programming Request Forms
5. Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category
6. Prop K Strategic Plan Amendment

Attachment 1
Draft Remaining Regional Improvement Program (RTIP) Commitments

Project ¹	RTIP Commitment	Allocated, Programmed, and Recommended RTIP Funds	Remaining RTIP Commitment
Transportation Authority Adopted Priorities, as Amended (Resolution 14-25, Approved 10.22.13)			
Presidio Parkway (fulfilled)	\$84,101,000	\$84,101,000	\$0
Central Subway [SFCTA 1st priority] ²	\$92,000,000	\$30,250,000	\$61,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ³	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification ⁴ (fulfilled)	\$24,000,000	\$4,000,000	\$0
Total	\$262,101,000	\$128,504,000	\$113,597,000

¹ Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), and Surface Transportation Program (STP).

² Central Subway is currently the Transportation Authority's highest priority for future RIP funds. Since all construction contracts have been awarded, we cannot program RTIP funds to the Central Subway. Therefore, we are honoring this commitment by programming the RTIP funds to other eligible SFMTA projects that can comply with CTC guidelines. In the 2018 STIP, we are proposing programming \$13.752 million to the Resoloration of SFMTA Light Rail Lines projects, reducing the remaining RTIP commitment by the same amount.

³ Through Resolution 12-44, the Transportation Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

⁴ In January 2016, the Board authorized the Executive Director to execute a supplemental MOU with the JPB (Caltrain) and its funding partners which fully funded the electrification project. The San Francisco contribution to the project is \$80 million, which has been fully committed with the exception of \$4.912 million. The City and County of San Francisco and the Transportation Authority are looking at other sources such as a new local revenue measure or other local funds that will be needed sooner than RIP funds will be available; thus, the RIP commitment has been superceded by the MOUs.

Attachment 2

2018 Regional Transportation Improvement Program (RTIP)

Funds Available Fiscal Years 2018/19 – 2022/23

Programming Category	San Francisco County Share	Eligible Activities
County Share	\$13,752,000	<p>Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2018 RTIP, transit projects are advised to be State Constitution Article XIX compliant (e.g. no rolling stock).</p> <p>Can fund environmental, design, right of way and construction phases.</p>
Planning, Programming, and Monitoring (PPM)	SFCTA: \$778,000	Up to 5% allowable per 4-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$237,000	
Total:	\$14,767,000	

**Attachment 3
San Francisco 2018 Regional Transportation Improvement Program (RTIP) Programming Priorities**

Project Totals by Fiscal Year (\$ 1,000's)								
CTIC has only provided an overall programming target for the 2018 RTIP, not one by Fiscal Year.								
Agency ¹	Project	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Phase
SFMTA	2020 Restoration of SFMTA Light Rail Lines ²	\$5,500		\$5,500				Construction
SFMTA	2021 Restoration of SFMTA Light Rail Lines ²	\$8,252			\$8,252			Construction
MTC	Planning, Programming, and Monitoring	\$237			\$79	\$79	\$79	n/a
SFCTA	Planning, programming, and monitoring	\$778			\$259	\$259	\$259	n/a
	RTIP Total	\$14,767	\$0	\$5,500	\$8,590	\$338	\$338	
	RTIP Funds Available	\$14,767						
	Surplus/(shortfall)	\$0						

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

²The SFMTA will identify the specific scope of work (e.g. likely a series of state of good repair and enhancements) to be funded closer to the year of programming through its capital budgeting process. As a condition of approving the 2018 RTIP funds, the SFMTA will submit a detailed scope of work to the SFCTA for approval prior to submitting an allocation request to the California Transportation Commission, but no later than September 30 of the year of programming.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	9/20/17			
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID	
04									
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SF	80, 101, 280				San Francisco Municipal Transportation Agency				
					MPO		Element		
					MTC		Mass Transit		
Project Manager/Contact			Phone		E-mail Address				
Joel Goldberg			415-646-2520		joel.goldberg@sfmta.com				
Project Title									
Restoration of SFMTA Light Rail Lines Project - 2020 Program									
Location (Project Limits), Description (Scope of Work)									
Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2020, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process.									
Component		Implementing Agency							
PA&ED		SFMTA							
PS&E		SFMTA							
Right of Way		SFMTA							
Construction		SFMTA							
Legislative Districts									
Assembly:		17, 19		Senate:		11		Congressional:	12, 14
Project Benefits									
The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio.									
Purpose and Need									
The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects.									
Category			Outputs/Outcomes			Unit	Total		
Intercity Rail/Mass Trans			TBD						
ADA Improvements No			Bike/Ped Improvements No			Reversible Lane analysis No			
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes				
Project Milestone						Existing	Proposed		
Project Study Report Approved									
Begin Environmental (PA&ED) Phase						NA	03/01/19		
Circulate Draft Environmental Document				Document Type	CE/CE	NA	NA		
Draft Project Report						NA	NA		
End Environmental Phase (PA&ED Milestone)						NA	06/30/19		
Begin Design (PS&E) Phase						NA	07/01/19		
End Design Phase (Ready to List for Advertisement Milestone)						NA	06/01/20		
Begin Right of Way Phase						NA	NA		
End Right of Way Phase (Right of Way Certification Milestone)						NA	NA		
Begin Construction Phase (Contract Award Milestone)						NA	12/01/20		
End Construction Phase (Construction Contract Acceptance Milestone)						NA	12/01/23		
Begin Closeout Phase						NA	01/01/24		
End Closeout Phase (Closeout Report)						NA	01/01/26		

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

Additional Information

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	80, 101, 280				
Project Title: Restoration of SFMTA Light Rail Lines Project - 2020 Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									SFMTA
CON SUP (CT)									SFMTA
R/W									SFMTA
CON									SFMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					27,500			27,500	
TOTAL					27,500			27,500	

Fund No. 1:	RTIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,500			5,500	
TOTAL					5,500			5,500	

Fund No. 2:	FTA 5337 Fixed Guideways								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					22,000			22,000	
TOTAL					22,000			22,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	9/20/17			
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID	
04									
County	Route/Corridor		PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SF	80, 101, 280				San Francisco Municipal Transportation Agency				
					MPO		Element		
					MTC		Mass Transit		
Project Manager/Contact			Phone		E-mail Address				
Joel Goldberg			415-646-2520		joel.goldberg@sfmta.com				
Project Title									
Restoration of SFMTA Light Rail Lines Project - 2021 Program									
Location (Project Limits), Description (Scope of Work)									
Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2021, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process.									
Component		Implementing Agency							
PA&ED		SFMTA							
PS&E		SFMTA							
Right of Way		SFMTA							
Construction		SFMTA							
Legislative Districts									
Assembly:		17, 19		Senate:		11		Congressional:	12, 14
Project Benefits									
The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio.									
Purpose and Need									
The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects.									
Category			Outputs/Outcomes			Unit	Total		
Intercity Rail/Mass Trans			TBD						
ADA Improvements No			Bike/Ped Improvements No			Reversible Lane analysis No			
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes				
Project Milestone						Existing	Proposed		
Project Study Report Approved									
Begin Environmental (PA&ED) Phase						NA	03/01/20		
Circulate Draft Environmental Document				Document Type		CE/CE	NA	NA	
Draft Project Report						NA	NA		
End Environmental Phase (PA&ED Milestone)						NA	06/30/20		
Begin Design (PS&E) Phase						NA	07/01/20		
End Design Phase (Ready to List for Advertisement Milestone)						NA	06/01/21		
Begin Right of Way Phase						NA	NA		
End Right of Way Phase (Right of Way Certification Milestone)						NA	NA		
Begin Construction Phase (Contract Award Milestone)						NA	12/01/21		
End Construction Phase (Construction Contract Acceptance Milestone)						NA	12/01/24		
Begin Closeout Phase						NA	01/01/25		
End Closeout Phase (Closeout Report)						NA	01/01/27		

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

Additional Information

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	80, 101, 280				
Project Title: Restoration of SFMTA Light Rail Lines Project - 2021 Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									SFMTA
CON SUP (CT)									SFMTA
R/W									SFMTA
CON									SFMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				41,260				41,260	
TOTAL				41,260				41,260	

Fund No. 1:	RTIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,252				8,252	
TOTAL				8,252				8,252	

Fund No. 2:	FTA 5337 Fixed Guideways								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									FTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				33,008				33,008	
TOTAL				33,008				33,008	

Attachment 5
Prop K 5-Year Project List
Guideways - Muni
Programming and Allocations to Date
 Pending October 24, 2017 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$353,930			\$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Planned				\$704,000		\$704,000
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Twin Peaks Tunnel Trackway Improvements ²	PS&E/ CON	Programmed				\$3,550,887		\$3,550,887
SFMTA	Rail Grinding ¹	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Muni Metro Rail Replacement Program ²	PS&E/ CON	Planned				\$176,493		\$176,493
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Planned					\$11,011,556	\$11,011,556
SFMTA	New Backup Vehicle Control Center	CON	Programmed			\$0		\$0	\$0
SFMTA	Cable Car Infrastructure	PS&E/ CON	Planned				\$1,404,000		\$1,404,000
SFMTA	Van Ness Improvement ^{2,3}	CON	Allocated			\$5,716,000			\$5,716,000
SFMTA	33 Stanyan Overhead Phase II ⁴	CON	Allocated			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes ⁴	CON	Allocated			\$1,280,000			\$1,280,000
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Programmed			\$295,400			\$295,400
SFMTA	Subway Wiring - Van Ness Station ⁴	CON	Allocated			\$634,600			\$634,600
SFMTA	19th Avenue M-Line Curved Track Replacement ⁴	CON	Allocated			\$1,278,000			\$1,278,000
SFMTA	Muni Metro System Replacements and Upgrades ⁴	CON	Programmed			\$1,000,000			\$1,000,000
SFMTA	Central Subway RTIP Fund Exchange ⁵	CON	Planned				\$13,752,000		\$13,752,000

**Prop K 5-Year Project List
Guideways - Muni**

Programming and Allocations to Date

Pending October 24, 2017 Board Approval

Agency	Project Name	Phase	Status	Fiscal Year			Total		
				2014/15	2015/16	2016/17		2017/18	2018/19
			Programmed in 5YPP	\$0	\$0	\$17,108,943	\$19,587,380	\$12,492,656	\$49,188,979
			Total Allocated and Pending in 5YPP	\$0	\$0	\$15,459,613	\$0	\$0	\$15,459,613
			Total Deobligated in 5YPP	\$0	\$0	\$0	\$0	\$0	\$0
			Total Unallocated in 5YPP	\$0	\$0	\$1,649,330	\$19,587,380	\$12,492,656	\$33,729,366
			Total Programmed in 2014 Strategic Plan, as amended	\$0	\$5,716,000	\$10,874,512	\$19,587,380	\$12,492,656	\$48,670,548
			Deobligated from Prior 5YPP Cycles **	\$563,431					\$563,431
			Cumulative Remaining Programming Capacity	\$563,431	\$6,279,431	\$45,000	\$45,000	\$45,000	\$45,000

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes

¹ 5YPP Amendment to fund Rail Grinding (Res. 16-060, 06.28.2016):

Muni Metro Rail Replacement Program: Reduced by \$1,036,400 in Fiscal Year 2016/17.

Rail Grinding: Added project with \$1,036,400 in Fiscal Year 2016/17 funds for construction.

² 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-002, 07.26.2016):

Muni Metro Rail Replacement Program: Reduced placeholders by \$3,585,682 in Fiscal Year 2016/17 and \$3,550,887 in Fiscal Year 2017/18.

Cumulative remaining programming capacity from funds deobligated from prior cycles: Reduced by \$563,431.

Twin Peaks Tunnel Trackway Improvements: Added project with \$4,149,113 in FY 2016/17 and \$3,550,887 in FY 2017/18 for construction with 100% cash flow.

Van Ness Bus Rapid Transit Overhead Component: Reduced cash flow by \$3,081,388 in Fiscal Year 2016/17 and \$767,733 in Fiscal Year 2017/18 and increased cash flow by same amount in Fiscal Year 2018/19. Project will not complete construction until Fiscal Year 2018/19. Shift in cash flow to accommodate the Twin Peaks Tunnel Trackway Improvements.

³ Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (Res. 17-002, 07.26.2016).

⁴ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's 33 Stanyan Overhead Phase II, Cable Car Propulsion Gearboxes, Subway Replacement Wiring - Van Ness, 19th Avenue M-Line Curved Track Replacement and Muni Metro System Replacements and Upgrades projects (Res. 17-006, 09.27.2016).

⁵ Strategic Plan/5YPP Amendments to fund the Central Subway RTIP Fund Exchange project (Res. 18-XXX, 10.24.2017).

Fund Exchange to honor the Transportation Authority's outstanding Regional Transportation Improvement Program (RTIP) funding commitment to the Central Subway project: We are recommending programming \$13.752 million in San Francisco RTIP funds to the Restoration of SFMTA Light Rail Lines project and programming an equal amount of Prop K funds in the Muni Guideways 5YPP to partially fund the Central Subway's project contingency as included in the Board-adopted \$1.579 billion project budget.

**Prop K 5-Year Project List
Guideways - Muni**

Programming and Allocations to Date

Pending October 24, 2017 Board Approval

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

Strategic Plan/5YPP Amendments: Added project with \$13.752 million in FY 2017/18. Funds made available through Strategic Plan amendment that advances funds from future fiscal years.

Condition: Allocation of Prop K funds to the Central Subway RTIP Fund Exchange project are conditioned upon future CTC approval of the proposed RTIP programming for SFMTA's Restoration of SFMTA Light Rail Lines (anticipated March 2018).

**Prop K 5-Year Project List
Guideways - Muni
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
Cash Flow Programmed in 5YPP		\$0	\$0	\$6,134,090	\$16,325,136	\$16,450,470	\$4,319,373	\$5,959,910	\$49,188,979		
Total Cash Flow Allocated		\$0	\$0	\$5,766,113	\$5,146,379	\$4,314,121	\$233,000	\$0	\$15,459,613		
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total Cash Flow Unallocated		\$0	\$0	\$367,977	\$11,178,757	\$12,136,349	\$4,086,373	\$5,959,910	\$33,729,366		
Cash Flow Programmed in 2014 Strategic Plan, as amended			\$1,886,280	\$5,528,344	\$14,650,399	\$16,326,242	\$4,319,373	\$5,959,910	\$48,670,548		
Deobligated from Prior 5YPP Cycles **		\$563,431							\$563,431		
Cumulative Remaining Cash Flow Capacity		\$563,431	\$2,449,711	\$1,843,965	\$169,228	\$45,000	\$45,000	\$45,000	\$45,000		

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Attachment 6
Adopted and Proposed Amended Strategic Plan
 Pending October 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						
Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)																
22M	Guideways - MUNI	\$ 308,336,303	5.77%	<table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td>Total</td><td>\$ 309,452,683</td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	Total	\$ 309,452,683	\$ 5,835,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271
Programming	\$ 291,660,626															
Finance Costs	\$ 17,792,057															
Total	\$ 309,452,683															
				<table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td>Total</td><td>\$ 309,452,683</td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	Total	\$ 309,452,683	\$ 768,171	\$ 566,891	\$ 585,008	\$ 1,526,495	\$ 1,433,695	\$ 1,421,928
Programming	\$ 291,660,626															
Finance Costs	\$ 17,792,057															
Total	\$ 309,452,683															
				<table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td>Total</td><td>\$ 309,452,683</td></tr> </table>	Programming	\$ 291,660,626	Finance Costs	\$ 17,792,057	Total	\$ 309,452,683	\$ 6,603,551	\$ 13,059,547	\$ 8,385,008	\$ 9,560,495	\$ 9,708,715	\$ 9,945,198
Programming	\$ 291,660,626															
Finance Costs	\$ 17,792,057															
Total	\$ 309,452,683															
TOTAL					\$ 5,835,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271						
				<table border="1"> <tr><td>Programming</td><td>\$ 280,758,363</td></tr> <tr><td>Finance Costs</td><td>\$ 27,545,489</td></tr> <tr><td>Total</td><td>\$ 308,303,852</td></tr> </table>	Programming	\$ 280,758,363	Finance Costs	\$ 27,545,489	Total	\$ 308,303,852	\$ 19,587,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271
Programming	\$ 280,758,363															
Finance Costs	\$ 27,545,489															
Total	\$ 308,303,852															
			8.93%		\$ 921,587	\$ 844,271	\$ 841,103	\$ 2,129,631	\$ 2,020,125	\$ 2,035,246						
TOTAL					\$ 20,508,967	\$ 13,336,927	\$ 8,641,103	\$ 10,163,631	\$ 10,295,145	\$ 10,558,516						
Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request)																
22M	Guideways - MUNI	\$ 308,335,332	8.93%	<table border="1"> <tr><td>Programming</td><td>\$ 280,758,363</td></tr> <tr><td>Finance Costs</td><td>\$ 27,545,489</td></tr> <tr><td>Total</td><td>\$ 308,303,852</td></tr> </table>	Programming	\$ 280,758,363	Finance Costs	\$ 27,545,489	Total	\$ 308,303,852	\$ 19,587,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271
Programming	\$ 280,758,363															
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Programming	\$ 280,758,363															
Finance Costs	\$ 27,545,489															
Total	\$ 308,303,852															
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Programming	\$ 280,758,363															
Finance Costs	\$ 27,545,489															
Total	\$ 308,303,852															
TOTAL					\$ 19,587,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271						
				<table border="1"> <tr><td>Programming</td><td>\$ 10,902,263</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td>Total</td><td>\$ (1,148,830)</td></tr> </table>	Programming	\$ 10,902,263	Finance Costs	\$ 9,753,432	Total	\$ (1,148,830)	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ 10,902,263															
Finance Costs	\$ 9,753,432															
Total	\$ (1,148,830)															
Change		\$ (970)	3.16%		\$ 153,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
				<table border="1"> <tr><td>Programming</td><td>\$ 10,902,263</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td>Total</td><td>\$ (1,148,830)</td></tr> </table>	Programming	\$ 10,902,263	Finance Costs	\$ 9,753,432	Total	\$ (1,148,830)	\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318
Programming	\$ 10,902,263															
Finance Costs	\$ 9,753,432															
Total	\$ (1,148,830)															
TOTAL					\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -						
				<table border="1"> <tr><td>Programming</td><td>\$ 10,902,263</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td>Total</td><td>\$ (1,148,830)</td></tr> </table>	Programming	\$ 10,902,263	Finance Costs	\$ 9,753,432	Total	\$ (1,148,830)	\$ 153,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318
Programming	\$ 10,902,263															
Finance Costs	\$ 9,753,432															
Total	\$ (1,148,830)															
Change		\$ (8,398)	0.19%		\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
				<table border="1"> <tr><td>Programming</td><td>\$ 2,536,973,769</td></tr> <tr><td>Finance Costs</td><td>\$ 249,915,399</td></tr> <tr><td>Total</td><td>\$ 2,786,889,168</td></tr> </table>	Programming	\$ 2,536,973,769	Finance Costs	\$ 249,915,399	Total	\$ 2,786,889,168	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ 2,536,973,769															
Finance Costs	\$ 249,915,399															
Total	\$ 2,786,889,168															
Prop K Total					\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -						
Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending)																
Prop K		\$ 2,922,175,227	8.55%	<table border="1"> <tr><td>Programming</td><td>\$ 2,526,071,506</td></tr> <tr><td>Finance Costs</td><td>\$ 255,546,843</td></tr> <tr><td>Total</td><td>\$ 2,781,618,349</td></tr> </table>	Programming	\$ 2,526,071,506	Finance Costs	\$ 255,546,843	Total	\$ 2,781,618,349	\$ 13,752,000	\$ -	\$ -	\$ -	\$ -	\$ -
Programming	\$ 2,526,071,506															
Finance Costs	\$ 255,546,843															
Total	\$ 2,781,618,349															
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Programming	\$ 2,526,071,506															
Finance Costs	\$ 255,546,843															
Total	\$ 2,781,618,349															
Prop K		\$ 2,922,166,829	8.75%		\$ 153,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
				<table border="1"> <tr><td>Programming</td><td>\$ 10,902,263</td></tr> <tr><td>Finance Costs</td><td>\$ 5,631,444</td></tr> <tr><td>Total</td><td>\$ (5,270,819)</td></tr> </table>	Programming	\$ 10,902,263	Finance Costs	\$ 5,631,444	Total	\$ (5,270,819)	\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318
Programming	\$ 10,902,263															
Finance Costs	\$ 5,631,444															
Total	\$ (5,270,819)															
Change		\$ (8,398)	0.19%		\$ 13,905,415	\$ 277,381	\$ 256,095	\$ 603,136	\$ 586,430	\$ 613,318						
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Programming	\$ 10,902,263															
Finance Costs	\$ 5,631,444															
Total	\$ (5,270,819)															

Adopted and Proposed Amended Strategic Plan

Pending October 2017 Board Action

FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
\$ 1,303,518	\$ 1,176,798	\$ 1,115,251	\$ 1,168,555	\$ 1,131,191	\$ 1,100,479	\$ 1,074,294	\$ 973,345	\$ 924,693	\$ 1,225,359	\$ 48,732
\$ 10,082,487	\$ 10,219,136	\$ 10,428,859	\$ 10,761,571	\$ 11,011,998	\$ 11,277,710	\$ 11,556,842	\$ 11,770,369	\$ 12,045,628	\$ 12,679,922	\$ 5,948,432
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
\$ 1,303,518	\$ 1,176,798	\$ 1,115,251	\$ 1,168,555	\$ 1,131,191	\$ 1,100,479	\$ 1,074,294	\$ 973,345	\$ 924,693	\$ 1,225,359	\$ 48,732
\$ 10,082,487	\$ 10,219,136	\$ 10,428,859	\$ 10,761,571	\$ 11,011,998	\$ 11,277,710	\$ 11,556,842	\$ 11,770,369	\$ 12,045,628	\$ 12,679,922	\$ 5,948,432
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
\$ 1,935,944	\$ 1,781,626	\$ 1,726,961	\$ 1,864,132	\$ 1,840,124	\$ 1,852,268	\$ 1,953,879	\$ 1,954,264	\$ 1,792,034	\$ 1,802,961	\$ -
\$ 10,714,913	\$ 10,823,964	\$ 11,040,569	\$ 11,457,148	\$ 11,720,931	\$ 12,029,498	\$ 12,436,427	\$ 12,751,288	\$ 5,612,969	\$ 1,802,961	\$ -
\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 3,820,935	\$ -	\$ -
\$ 1,935,944	\$ 1,781,626	\$ 1,726,961	\$ 1,864,132	\$ 1,840,124	\$ 1,852,268	\$ 1,953,879	\$ 1,954,264	\$ 1,792,034	\$ 1,802,961	\$ -
\$ 10,714,913	\$ 10,823,964	\$ 11,040,569	\$ 11,457,148	\$ 11,720,931	\$ 12,029,498	\$ 12,436,427	\$ 12,751,288	\$ 5,612,969	\$ 1,802,961	\$ -
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ 867,341	\$ 577,602	\$ (5,899,700)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ (6,432,659)	\$ (10,876,961)	\$ (5,948,432)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,300,000)	\$ (11,454,563)	\$ (5,899,700)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ 867,341	\$ 577,602	\$ (48,732)
\$ 632,425	\$ 604,828	\$ 611,710	\$ 695,577	\$ 708,933	\$ 751,788	\$ 879,585	\$ 980,919	\$ (6,432,659)	\$ (10,876,961)	\$ (5,948,432)



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 10/17/17 Board Meeting: Approval of San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), and of a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions

RECOMMENDATION Information Action

- Approve San Francisco’s 2018 Regional Transportation Improvement Program (RTIP) Program of Projects:
 - Restoration of SFMTA Light Rail Lines in Fiscal Years 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000)
 - Planning, Programming and Monitoring for the Transportation Authority (\$778,000) and the Metropolitan Transportation Commission (\$237,000)
- Approve a fund exchange of \$13,752,000 in RTIP funds for the Restoration of Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway, with conditions

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

SUMMARY

As San Francisco’s Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco’s county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as highest priority for the next \$75.5 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other San Francisco Municipal Transportation Agency (SFMTA) projects. The SFMTA has asked us to approve a RTIP/Prop K fund exchange to partially fund the Central Subway’s budgeted contingency. The fund exchange would require amendments of the Prop K Strategic Plan and the Muni-Guideway 5-Year Prioritization Program (5YPP). Allocation of Prop K funds would be conditioned upon California Transportation Commission (CTC) approval of programming \$13.752 million in RTIP funds to the Restoration of Light Rail Lines projects.

DISCUSSION**Background.**

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, that is updated every two years by the CTC. Regional spending plans – developed by MTC for the nine county Bay Area region and by other agencies elsewhere in California – account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from a bike path to highway redesigns or expansions to rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program (ITIP). This is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

MTC has initiated development of the 2018 RTIP, providing draft guidance based on CTC-adopted guidelines and the 2018 Fund Estimate. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23. As CMA, the Transportation Authority must submit its 2018 programming priorities to the MTC for approval in October.

For many years, the STIP has been an unreliable funding source (e.g. no new funds were available in the 2016 STIP and in fact, some previously programmed funds were delayed or deleted). However, the passage of Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017, is expected to stabilize the STIP at a modest level of revenues. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23.

Remaining RTIP Commitments.

In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the Board-adopted list of San Francisco's RTIP priorities as amended, with outstanding commitments to three projects: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension. Central Subway is currently the Transportation Authority's highest priority for the RTIP; however, all the construction contracts have been awarded to the project so we are not able to program additional RTIP funds to the project per CTC RTIP guidelines. Therefore, we are honoring our Central Subway RTIP commitment by programming the RTIP funds to other SFMTA projects that can comply with CTC guidelines.

Recommended RTIP Programming.

We can request the 2018 RTIP funds in the fiscal year we need them, but ultimately CTC staff will balance needs across the state and assign a fiscal year of programming that may or may not line up with our request. CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role agencies play in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center and Caltrain Electrification. The proposed PPM programming totaling \$1,015,000 would leave \$13,752,000 in RTIP funds to program to projects as shown in Attachment 2.

Attachment 3 shows the staff recommendation for the 2018 RTIP program of projects. In addition to the aforementioned PPM funds, we recommend programming the remaining \$13.752 million in

Agenda Item 6

RTIP funds to the SFMTA's Restoration of SFMTA Light Rail Lines project. This project is a programmatic annual expenditure for which the SFMTA has requested programming of construction funds in FYs 2019/20 and 2020/21 to provide the required local match for \$55 million in Federal Transit Administration (FTA) grants from the §5337 Fixed Guideway program anticipated in the same fiscal years.

The SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process. The scope of work would focus on small- to mid-sized state of good repair and enhancement projects that could address pressing problems within the Muni light rail system and could include improvements such as:

- Replacement and restoration of rail and overhead catenary systems
- Repair of special track work locations along Muni Metro and surface street lines
- Purchase and installation of crossovers
- Purchase and replacement of curved rail
- Replacement and tamping of ties and ballasts and re-tamping and aligning trackway

Drafts of the Project Programming Request forms for these projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4. As a condition of approving the 2018 RTIP funds, the SFMTA will submit an updated Project Programming Request form with the detailed scope of work and an updated schedule, budget, and funding plan to the Transportation Authority for approval prior to submitting an allocation request to the CTC, but no later than September 30 of the year of programming.

Recommended Prop K/RTIP Fund Exchange for Central Subway.

As stated previously, at the SFMTA's request, we are proposing a fund exchange of \$13.752 million in RTIP funds for SFMTA's Restoration of Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13.752 million in Prop K funds for the Central Subway (which as noted earlier, cannot receive RTIP funds directly since all the construction contracts have been awarded). The fund exchange would require amending the Prop K Strategic Plan to advance \$13.752 million in Prop K funds from the outer years of the program to FY 2017/18 and amending the 5YPP for the Guideways – Muni category to add those funds to a new Central Subway RTIP Exchange project. See Attachments 5 and 6 for details.

Allocation of funds to the Central Subway would be conditioned on CTC approval of San Francisco's proposed RTIP programming for the Light Rail Lines projects, anticipated in March 2018. Further, SFMTA will be required to provide quarterly progress reports on the Restoration of Light Rail Lines projects.

Central Subway Project Update.

The Central Subway Project is now 71% complete. Work is progressing at the three underground stations, the surface station, and systems installation. As previously reported, the forecasted date for opening revenue service is December 2019, a year later than the baseline adopted in 2008. Contractually, the contractor is required to implement a recovery schedule or pay liquidated damages of \$50,000 per day. The main cause of delay appears to be the contractor's difficulties in meeting their own productivity rates for the mining of the Chinatown Station. The rest of the project construction is on schedule, only the Chinatown station is affected.

The forecasted cost at completion is within the \$1.579 billion baseline budget adopted in 2008. The program's unallocated contingency level is at \$74.57 million, \$14.57 million above the FTA

recommended minimum of \$60 million at this stage of the project. The SFMTA anticipates needing to access some of the remaining contingency funds soon, including the RTIP funds included in the Board-adopted project budget, triggering the request for a fund exchange.

Next Steps.

After the Board adopts San Francisco's 2018 RTIP Program of Projects, we will submit it to MTC by before its November 8 deadline.

On October 25, the MTC Commission will consider a staff proposal to link its approval of county RTIP priorities to the region's affordable housing and anti-displacement goals. Specifically, staff has proposed that Commissioners consider limiting the use of RTIP funds where jurisdictions aren't making a reasonable effort to meet their affordable housing production targets, and consider rewarding jurisdictions that are most successful with additional RTIP funding. The proposal won't impact our 2018 RTIP recommendations, but could set precedence for the region to strengthen the link between housing achievement and transportation funding prior to the 2020 RTIP programming process.

The MTC Commission is currently anticipated to approve the Bay Area RTIP on December 20, 2017 and then will submit the RTIP to the CTC. The CTC will consider needs across the state and may adjust years of programming to match projected fund availability. The CTC is scheduled to adopt the STIP at its March 21-22, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2017/18 budget associated with the recommended action. Proposed PPM funds would be incorporated into the agency budget in future fiscal years when the funds would be programmed.

The proposed Prop K/RTIP fund exchange would require a Prop K Strategic Plan amendment that would increase financing costs in the Guideways – Muni category by 3.16% (from 5.77% to 8.93%) over the 30-year life of the Prop K Expenditure Plan, and result in an increase of \$5,631,444 (0.19%) in anticipated financing costs for the Prop K program as a whole over the life of the program (Attachment 6).

CAC POSITION

The CAC was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Remaining RTIP Commitments Table

Attachment 2 – Funds Available

Attachment 3 – Proposed Programming Priorities

Attachment 4 – Project Programming Request Forms

Attachment 5 – Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category

Attachment 6 – Prop K Strategic Plan Amendment

RESOLUTION ALLOCATING \$890,000 IN PROP K SALES TAX FUNDS FOR TWO REQUESTS AND \$2,465,316 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR ONE REQUEST, WITH CONDITIONS

WHEREAS, The Transportation Authority received two requests for a total of \$890,000 in Prop K local transportation sales tax funds and \$2,465,316 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Signals and Signs category of the Prop K Expenditure Plan and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

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

WHEREAS, The request for Prop AA funds is consistent with the relevant Prop AA 5YPP; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Traffic Signal Upgrade Contract 35 and Better Market Street Interim Signals Rehabilitation projects 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 \$890,000 in Prop K funds and \$2,465,316 in Prop AA funds, with conditions, for the three projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA 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; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

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

RESOLVED, That the Transportation Authority hereby allocates \$890,000 in Prop K funds and \$2,465,316 in Prop AA 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 and Prop AA Expenditure Plans, the Prop K and Prop AA Strategic Plans, and the relevant 5YPPs; and be it further

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K and Prop AA Strategic Plans 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/AA Allocation Summaries – FY 2017/18
5. Prop K/AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested		
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 35	\$ 840,000		\$ 840,000	41%	0%	Design	1, 3, 5, 6, 7, 8, 9, 10, 11	
Prop K	33	SFMTA	Better Market Street Interim Signals Rehabilitation	\$ 50,000		\$ 230,000	41%	0%	Construction	3, 5, 6	
Prop AA	Transit	SFMTA	Muni Metro Station Enhancements - Phase 1	\$ -	\$ 2,465,316	\$ 10,494,353	NA	77%	Construction	5, 6, 7, 8	
TOTAL							\$ 890,000	\$ 2,465,316	\$ 11,564,353	4%	69%

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Traffic Signal Upgrade Contract 35	\$840,000	\$ -	Funds will be used for the design phase for traffic signal upgrades at 23 intersections across the City, 14 of which are located on the Vision Zero High Injury Network. Upgrades include higher-visibility traffic signals, new pedestrian countdown signals, accessible (audible) pedestrian signals, curb ramps where currently missing, and replacement of old signal infrastructure. Design will be complete in Spring 2019, with the upgraded signals open for use by early 2021.
33	SFMTA	Better Market Street Interim Signals Rehabilitation	\$50,000	\$ -	Project will remove 23 mast arms at eight intersections on Market Street between 3rd Street and Van Ness Avenue that are reaching the end of their useful lives. SFMTA will install new signs and larger signal heads on the existing poles at the eight intersections. These safety upgrades are needed prior to the start of construction of the Better Market Street project to ensure traffic safety given the deteriorated condition of the mast arms. Work will be done by SFMTA staff on weekends over the next 18 months (averaging about one signal every three weeks).
Transit	SFMTA	Muni Metro Station Enhancements - Phase 1	\$0	\$ 2,465,316	Requested funds would be used for wayfinding signage at all nine Muni Metro stations and upgrading architectural and lighting amenities at the Powell, Church, and Castro stations. Construction will be done by March 2019. Depending on funding, the next phase of this project (Phase 2) will complete architectural/lighting upgrades at the remaining six stations (i.e. Embarcadero, Montgomery, Civic Center, Van Ness, Forest Hill and West Portal) and is anticipated to be done by August 2020.
TOTAL			\$890,000	\$2,465,316	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
33	SFMTA	Traffic Signal Upgrade Contract 35	\$ 840,000	\$ -	5YPP Amendment: The recommended allocation is contingent on a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the subject project. All intersections on South Van Ness Avenue between 14th and 26th Streets are receiving full signal upgrades funded with a Federal Highway Safety Improvement Program grant, SFMTA Revenue bond funds, and previously allocated Prop K funds. See attached 5YPP amendment for details.
33	SFMTA	Better Market Street Interim Signals Rehabilitation	\$ 50,000	\$ -	5YPP amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP reprogramming cost savings from another project to the subject project. See attached 5YPP amendment for details.
Transit	SFMTA	Muni Metro Station Enhancements - Phase 1	\$ -	\$ 2,465,316	
TOTAL			\$ 890,000	\$ 2,465,316	

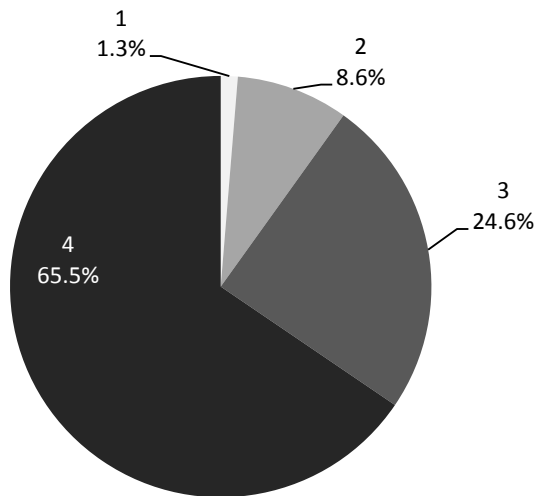
¹ See Attachment 1 for footnotes.

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

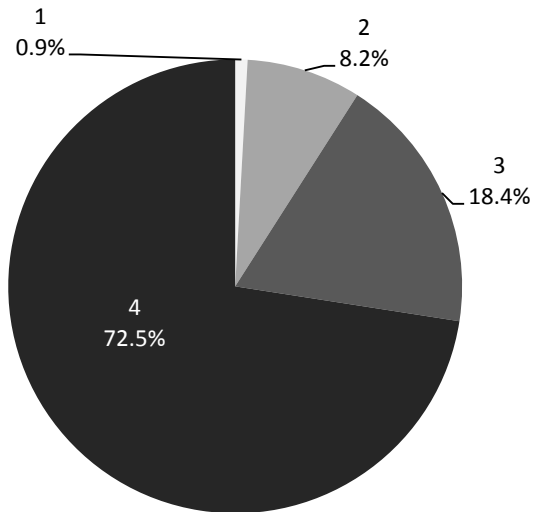
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 67,419,676	\$ 31,832,566	\$ 34,453,722	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 890,000	\$ 420,000	\$ 470,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 68,309,676	\$ 32,252,566	\$ 34,923,722	\$ 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



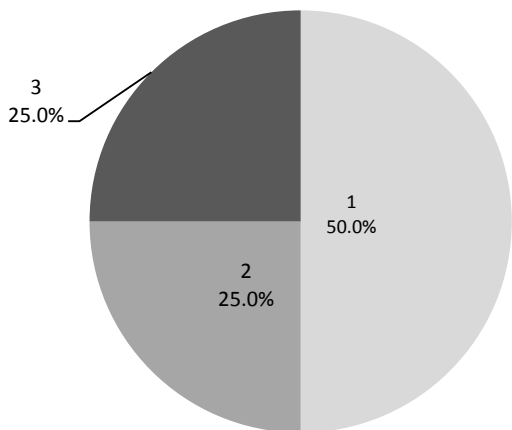
Prop K Investments To Date



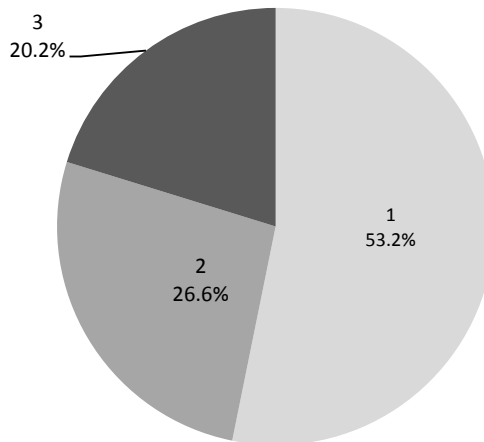
PROP AA VEHICLE REGISTRATION FEE						
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 2,052,000	\$ 500,000	\$ 1,050,000	\$ 502,000	\$ -	\$ -
Current Request(s)	\$ 2,465,316	\$ 1,232,658	\$ 1,232,658	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,517,316	\$ 1,732,658	\$ 2,282,658	\$ 502,000	\$ -	\$ -

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



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

FY of Allocation Action: 2017/18

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Signals and Signs - Maintenance and Renovations: (EP-33)

Prop K EP Line Number (Primary): 33 **Current Prop K Request:** \$ 840,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description (type below)

This request will fund the design phase of traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.

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

See attached document

Project Location (type below)

23 intersections spread across the City of San Francisco

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

The request includes a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the design phase of the subject project. All intersections on South Van Ness Avenue between 14th and 26th Streets are already receiving full signal upgrades funded via a FHWA Highway Safety Improvement Program grant, SFMTA revenue bond funds, and previously allocated Prop K funds.

Traffic Signal Upgrade Contract 35

Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$840,000 in Prop K Sales Tax funds toward the design phase of traffic signal upgrades at 23 locations and related pedestrian improvements to be constructed under Traffic Signal Upgrade Contract 35. Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and curb ramps where missing. Other improvements at signal upgrade locations will include new controllers, conduit and wiring where they are needed to implement the signal modifications. 14 of the 23 locations are located on the Vision Zero High Injury Network, and the planned signal improvements are intended to reduce injuries for pedestrians, cyclists, and motorists.

The specific scope for each location under this project is described in Table 1. The table describes the intended project scope, supervisorial district and whether the intersection is located on a Vision Zero High-Injury Network.

Location Selection Criteria

The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). All supervisorial districts are represented in the Contract 35 scope except Districts 2 and 4. District 4 has only 4% of the City's traffic signals, many of which are relatively new and thus are not in need of upgrades. The Great Highway Signal Upgrade is a future project in District 4 proposed in SFMTA's 5-year capital improvement plan. District 2 has many signal upgrades being implemented by projects currently under design or construction such as Van Ness Bus Rapid Transit, Geary Bus Rapid Transit, Laurel Village Streetscape Improvements, and Gough Street Signal Upgrades.

Implementation:

SFMTA may need to adjust parking to accommodate curb changes, or add red zones to improve pedestrian safety. If parking changes are needed, they will be brought to a public hearing for citizen input.

It should be noted that 13 locations in this project had conduits installed underground in advance of paving by Public Works. Therefore, disruption to the community is reduced and the project is able to comply with the 5-year Public Works paving moratorium.

SFMTA's Sustainable Streets Division will manage the scope of the detailed design. As a result of new requirements by the California Public Utilities Commission, the design phase will include application to Pacific Gas & Electric for new service points to accommodate the signals. In previous projects applications for service points were submitted during the construction phase. San Francisco Public Works' (SFPW's) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by competitively bid contract.

Task

- Design
- Electrical Design
- Contract Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
 SFPW Infrastructure Design and Construction
 SFPW Bureau of Engineering

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

TABLE 1. CONTRACT 35 LOCATIONS

ID	Intersection	Vision Zero High Injury Network	PCS upgrades planned	New APS	Signal Visibility Upgrades	Muni Lines	Supervisor District
1	6th Avenue & Irving Street	--	PCS missing at all crosswalks	Y	Y	N	5
2	25th Avenue & Clement Street	--	PCS missing at all crosswalks	Y	Y	29	1
3	25th Avenue & Anza Street	--	PCS missing at all crosswalks	Y	Y	29	1
4	30th Avenue & Fulton Street	--	PCS missing crossing 30th Ave	Y	Y	5	1
5	36th Avenue & Fulton Street	--	PCS missing crossing 36th Ave	Y	Y	5	1
6	19th Street & Folsom Street	--	PCS missing crossing 19th St	Y	Y	12	9
7	21st Street and Folsom Street	Yes	PCS missing crossing 21st St	Y	Y	12	9
8	22nd Street & Folsom Street	--	PCS missing at all crosswalks	Y	Y	12	9
9	23rd Street & Folsom Street	--	PCS missing crossing 23rd St	Y	Y	12	9
10	29th Street & San Jose Avenue	Yes	PCS missing crossing 29th St	Y	Y	--	8, 9
11	30th Street & San Jose Avenue	Yes	PCS missing crossing 30th St	Y	Y	J, 24	8, 9
12	Anza Street & Stanyan Street	--	PCS missing at all crosswalks	Y	Y	--	1
13	Baker Street & Hayes Street	Yes	PCS missing at all crosswalks	Y	Y	21	5
14	Evans Avenue & Phelps Street	Yes	--	Y	Y	19	10
15	Haight Street & Steiner Street	Yes	PCS missing at all crosswalks	Y	Y	6, 7	5
16	Holloway Avenue & Junipero Serra Boulevard	Yes	PCS missing crossing Holloway	Y	Y	29	7, 11
17	Portola Drive & Twin Peaks Boulevard	Yes	PCS missing crossing Twin Peaks	Y	Y	48, 52	7, 8
18	16th Street & Sanchez Street	Yes*	PCS missing crossing Sanchez	Y	Y	--	8
19	Alemany Boulevard & Sickles Avenue	Yes*	PCS missing crossing Sickles	Y	Y	88	11
20	California Street & Larkin Street	Yes*	PCS missing at all crosswalks	Y	Y	Cable Car	3
21	Geneva Avenue & Naples Street	Yes	PCS missing crossing Naples	Y	Y	8, 43, 54	11
22	Larkin Street & Post Street	Yes	PCS missing at all crosswalks	Y	Y	2, 3	3, 6
23	Masonic Avenue & Page Street	Yes	PCS missing crossing Page	Y	Y	43	5

*Was on the Vision Zero High-Injury Network Prior to 2017

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

Project Name: Traffic Signal Upgrade Contract 35

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jan-Mar	2018	Apr-Jun	2018
Right-of-Way				
Design Engineering (PS&E)	Oct-Dec	2017	Apr-Jun	2019
Advertise Construction	Apr-Jun	2019		
Start Construction (e.g. Award Contract)	Oct-Dec	2019		
Operations (i.e., paratransit)				
Open for Use			Jan-Mar	2021
Project Completion (means last eligible expenditure)			Jan-Mar	2022

SCHEDULE DETAILS

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

More time is required for the design phase than for previous Prop K funded signals upgrades projects (typically 15 locations) because the scope is more extensive (23 locations).

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

Project Name: Traffic Signal Upgrade Contract 35

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 840,000		\$ -	\$ 840,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Prop A General Obligation bonds	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 840,000	\$ -	\$ -	\$ 840,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 3,068,000		\$ -	\$ 3,068,000
Prop AA	\$ -	\$ -	\$ -	\$ -
Prop A General Obligation bonds	\$ 4,232,000		\$ -	\$ 4,232,000
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 7,300,000	\$ -	\$ -	\$ 7,300,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 840,000	\$ 840,000	\$ -	Engineers's estimate based on previous signals projects
Construction (CON)	\$ 6,460,000	\$ -	\$ -	Engineers's estimate based on previous signals projects
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 7,300,000	\$ 840,000	\$ -	

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

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

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

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

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 600,000	\$ 240,000	\$ -	\$ -	\$ -	\$ 840,000
Prop AA	\$ -	.	\$ -	\$ -	\$ -	\$ -

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

Project Name: Traffic Signal Upgrade Contract 35

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 590,000	70%
2. Consultant		
3. Other Direct Costs *	\$ 180,500	21%
4. Contingency	\$ 69,500	9%
TOTAL PHASE	\$ 840,000	

* PG&E electrical service points application costs + City Attorney \$500.

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 330,000
SFPW	\$ 260,000
TOTAL	\$ 590,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/20/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:		Prop K Allocation	\$ 840,000	Design Engineering (PS&E)
		Total:	\$ 840,000	

Total Prop K Funds: \$ 840,000 **Total Prop AA Funds:** \$ -

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

Fund Expiration Date: 12/31/2019 **Eligible expenses must be incurred prior to this date.**

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page), and an updated scope, schedule, budget and funding plan. This requirement may be fulfilled through submittal of a request for construction phase funding.
2. _____
3. _____
4. _____

Special Conditions:

1. The recommended allocation includes a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the subject project. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year in which SFMTA incurs charges.
3. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/20/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	57.97%	No Prop AA

SFCTA Project

Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Traffic Signal Upgrade Contract 35

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$420,000	\$420,000				\$840,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 840,000
Current Prop AA Request: \$ -

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine de Leon

Joel Goldberg

Title: Engineer

Manager of Capital Procurement & Management

Phone: 415-701-4675

415-646-2520

Email: Geraldine.DeLeon@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS



Location	Scope
A 6th Avenue & Irving Street	Add PCS & APS
B 25th Avenue & Clement Street	Add PCS & APS
C 25th Avenue & Anza Street	Add PCS & APS
D 30th Avenue & Fulton Street	Add PCS & APS
E 36th Avenue & Fulton Street	Add PCS & APS
F 19th Street & Folsom Street	Add PCS & APS
G 21st Street and Folsom Street	Add PCS & APS
H 22nd Street & Folsom Street	Add PCS & APS
I 23rd Street & Folsom Street	Add PCS & APS
J 29th Street & San Jose Avenue	Add PCS & APS
K 30th Street & San Jose Avenue	Add PCS & APS
L Anza Street & Stanyan Street	Add PCS & APS

Location	Scope
M Baker Street & Hayes Street	Add PCS & APS
N Portola Drive & Twin Peaks Boulevard	Add PCS & APS
O Evans Avenue & Phelps Street	Add Mast Arms
P Haight Street & Steiner Street	Add PCS & APS
Q Holloway Avenue & Junipero Serra Boulevard	Add PCS & APS
R 16th Street & Sanchez Street	Add PCS & APS
S Alemany Boulevard & Sickles Avenue	Add PCS & APS
T California Street & Larkin Street	Add PCS & APS
U Geneva Avenue & Naples Street	Add PCS & APS
V Larkin Street & Post Street	Add PCS & APS
W Masonic Avenue & Page Street	Add PCS & APS

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed	\$0					\$0
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed		\$0				\$0
SEMTA	Traffic Signal Conduit Contract ³	CON	Allocated		\$400,000				\$400,000
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹	PS&E, CON	Programmed				\$0		\$0
SEMTA	California Street Laurel Village Improvement Project - Traffic Signals ¹¹	CON	Allocated				\$500,000		\$500,000
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed					\$150,000	\$150,000
Traffic Signal Upgrades									
SEMTA	Traffic Signal Upgrades (15 Locations) ^{1,4,7}	PS&E	Programmed	\$0					\$0
SEMTA	Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴	PS&E	Allocated		\$518,000				\$518,000
SEMTA	7th Avenue and Lincoln Way Intersection Improvements ¹	CON	Allocated	\$95,476					\$95,476
SEMTA	Traffic Signal Upgrades (15 Locations) ^{7, 10}	CON	Programmed		\$0				\$0
SEMTA	Traffic Signal Upgrades (15 Locations) ¹⁰	PS&E	Programmed		\$0				\$0
SEMTA	Traffic Signal Upgrade Contract 34 ¹⁰	CON	Allocated				\$4,014,401		\$4,014,401
SEMTA	Webster Street Pedestrian Signals ⁷	CON	Allocated			\$1,358,206			\$1,358,206
SEMTA	Webster Street Pedestrian Signals - Additional Funds ⁹	CON	Allocated			\$185,000			\$185,000
SEMTA	Franklin/Divisadero Corridor Signal Upgrade ^{11, 13}	CON	Programmed		\$122,080				\$122,080
SEMTA	Franklin and Divisadero Corridor Signal Upgrade	CON	Allocated		\$3,162,920				\$3,162,920
SEMTA	Eddy and Ellis Traffic Calming Improvement ⁸	CON	Allocated			\$310,000			\$310,000
SEMTA	19th Avenue Signals Phase III	PS&E	Allocated	\$630,000					\$630,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date
 Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SEMTA	19th Avenue Signals Phase III	CON	Allocated			\$2,520,000			\$2,520,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 1	CON	Allocated	\$300,000					\$300,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 1	CON	Deobligated	(\$7,685)					(\$7,685)
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 2	CON, PROC	Programmed			\$300,000			\$300,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SEMTA	Traffic Signal Visibility Upgrades (12) ⁷	CON, PROC	Programmed		\$0				\$0
SEMTA	South Van Ness Conduit Installation ⁶	CON	Programmed	\$0					\$0
SEMTA	South Van Ness Signal Upgrade (12) ^{6,10}	PS&E	Programmed	\$0					\$0
SEMTA	South Van Ness Traffic Signal Upgrade ⁶	CON	Allocated		\$552,000				\$552,000
SEMTA	South Van Ness Signal Upgrade (12) ^{12,13}	CON	Programmed			\$536,980			\$536,980
SEMTA	Traffic Signal Upgrade Contract 35 ¹²	PS&E	Pending				\$840,000		\$840,000
	Better Market Street Interim Signals Rehabilitation ¹³	CON	Pending				\$50,000		\$50,000
SEMTA	Polk Corridor Signal Upgrade ^{2,5,7}	PS&E	Programmed	\$0					\$0
SEMTA	Polk Street Traffic Signal Upgrade ²	CON	Allocated	\$382,900					\$382,900
SEMTA	Polk Corridor Signal Upgrade ^{5,7}	CON	Programmed		\$0				\$0
SEMTA	Polk Streetscape Signal Modifications ⁵	CON	Allocated		\$516,000				\$516,000
SEMTA	Gough Corridor Signal Upgrade (14) ^{8,10}	PS&E	Programmed	\$0					\$0
SEMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SEMTA	Gough Corridor Signal Upgrade	PS&E	Allocated		\$135,000				\$135,000
SEMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SEMTA	Van Ness BRT SFGO Signal Improvements	CON	Allocated		\$2,275,000				\$2,275,000
SEMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
Total Programmed in 5YPP				\$1,400,691	\$10,488,729	\$5,817,915	\$5,862,351	\$150,000	\$23,719,686

Total Allocated and Pending in 5YPPs	\$1,408,376	\$7,558,920	\$4,373,206	\$5,404,401	\$0	\$18,744,903
Total Deobligated in 5YPPs	(\$7,685)	\$0	\$0	\$0	\$0	(\$7,685)
Total Unallocated in 5YPPs	(\$0)	\$2,929,809	\$1,444,709	\$457,950	\$150,000	\$4,982,468

Total Programmed in 2014 Strategic Plan	\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
Deobligated from Prior 5YPP Cycles **	\$721,112					\$721,112
Cumulative Remaining Programming Capacity	\$2,973,793	\$6,025,293	\$5,270,007	\$65,606	\$65,606	\$65,606

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-2016):
To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/construction funds to \$0.
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- To accommodate allocation of \$518,000 for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution 17-002, 7/26/2016)

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year			Total
				2014/15	2015/16	2017/18	

Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.
 Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.
 Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.

⁸ Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$239,713 to \$211,631.
 5YPP amendment to fully fund Eddy and Ellis Traffic Calming Improvement (Resolution 17-07, 9/27/2016)

Gough Corridor Signal Upgrade (14): Reduced by \$167,729 in FY2014/15 design funds. Project is fully funded and in progress.
 Eddy and Ellis Traffic Calming Improvement: Increased by \$167,729 to fully fund construction in FY2016/17.

⁹ 5YPP amendment to fully fund Webster Street Pedestrian Signals - Additional Funds (Resolution 17-035,03/21/2017)
 Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$354,394 to \$169,394.
 Webster Street Pedestrian Signals - Additional Funds: Added project with \$185,000 in FY2016/17 construction funds.

¹⁰ 5YPP amendment to fund Traffic Signal Upgrade Contract 34 (Resolution 2018-004, 7/25/2017)
 Traffic Signal Upgrades (15 Locations): Placeholders reduced from \$2,640,000 to \$0 in FY 2015/16 design funds and \$660,000 to \$0 in FY 2015/16 construction funds.

South Van Ness Signal Upgrade (12): Reduced from \$46,100 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with SFMTA Operating funds.

Gough Corridor Signal Upgrade (14): Reduced from \$160,271 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with Prop AA funds.

¹¹ Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$508,030 to \$0.
 Traffic Signal Upgrade Contract 34: Added project with \$4,014,401 in FY 2017/18 construction funds.

¹² 5YPP amendment to fund California Street Laurel Village Improvement Project - Traffic Signals (Resolution 2018-0XX, 9/26/2017)
 Follow-the-Paving (Spot Traffic Signal Improvements): Reduced placeholders from \$200,000 to \$0 in each of FYs 2016/17 and 2017/18.
 Franklin/Divisadero Corridor Signal Upgrade: Reduced by \$100,000 in FY 2015/16 . Project is fully funded and in construction.
 California Street Laurel Village Improvement Project - Traffic Signals: Added project with \$500,000 in FY2017/18 for construction.

¹³ 5YPP amendment to fund Traffic Signal Upgrade Contract 35 (Resolution 2018-0XX, 10/24/2017)
 South Van Ness Signal Upgrade (12): Reduced from \$1,434,900 to \$594,900 in FY2016/17 construction funds. Project is fully funded via a Highway Safety Improvement Program grant, SFMTA Bond Funds and a previous Prop K allocation.
 Traffic Signal Upgrade Contract 35: Added project with \$840,000 in FY2017/18 design funds.

¹³ 5YPP amendment to fund Better Market Street Interim Signals Rehabilitation (Resolution 2018-0XX, 10/24/2017):
 Franklin/Divisadero Corridor Signal Upgrade: Reduced from \$172,080 to \$122,080 in FY2015/16 construction funds; project is complete.
 Better Market Street Interim Signals Rehabilitation: Added project with \$50,000 in FY2017/18 construction funds.



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

FY of Allocation Action: 2017/18

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Signals and Signs - Maintenance and Renovations: (EP-33)

Prop K EP Line Number (Primary): 33 **Current Prop K Request:** \$ 50,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 03, District 05, District 06

REQUEST

Brief Project Description (type below)

The scope of the proposed Market Street Interim Signal Rehabilitation project is to remove 23 mast arms that have reached the end of their useful lives with associated signal heads and signs at eight Market Street intersections between Steuart and Octavia Streets, and to furnish and install larger signal heads and signs on existing poles.

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

See attached background and scope details

Project Location (type below)

Market Street at 3rd, 4th, 8th, 9th, 10th, 12th, and Gough Streets, as well as Market and Van Ness Avenue.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

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

Please describe and justify the necessary amendment:

The request includes a Signals and Signs 5YPP amendment to re-program \$50,000 in FY2015/16 funds from the Franklin/ Divisadero Corridor Signal Upgrade project to the subject project. The Franklin/Divisadero project is complete and the remaining unallocated funds are not needed.

BETTER MARKET STREET INTERIM SIGNAL REHABILITATION

Background

The Better Market Street project will replace/upgrade existing traffic signal and other infrastructure between Octavia and Steuart Streets. Most of the mast arms hanging over the roadway have reached the end of their useful lives, though a few have previously been replaced by SFMTA. Because the project's construction is several years away, the Better Market Street team asked the Signal Shop to check on the existing condition of the signals. Signal Shop staff inspected each pole and mast arm at 26 intersections within the project limits and found that all poles are currently in good condition as well as most mast arms and signals. However, 23 mast arms/signals at 8 of the 26 intersections are in need of attention before the Better Market Street project gets underway. Since the removal/replacement of these 23 mast arms/signals is not directly related to the Better Market Street project, the project team stated that project funding is not available to address the current issue and suggested seeking other funding opportunities. Though the improvements will eventually be replaced upon construction of the Better Market Street project, the immediate benefits are to ensure traffic safety. Due to their deteriorated condition, some mast arms facing Fell and Polk street traffic have been removed at Fell/Polk/Market intersection and replaced with 12 inch signals.

Scope

The scope of the proposed Market Street Interim Signal Rehab project is to remove 23 mast arms and signals/signs at eight Market Street intersections, and to furnish/install the largest standard (12 Inch diameter) signals and signs on existing poles. The signals will be mounted on framework that will ensure good signal visibility. All work will be performed by SSD staff.

The eight intersections and the number of mast arms to remove at each intersection are as follows:

Gough/Haight/Market	(4 mast arms)
12 th /Franklin/Market/Page	(2 mast arms)
Market/Van Ness	(6 mast arms)
10 th /Fell/Market/Polk	(4 mast arms)
9 th /Hayes/Larkin/Market	(3 mast arms)
8 th /Grove/Hyde/Market	(1 mast arm)
4 th /Ellis/Market/Stockton	(1 mast arm)
3 rd /Geary/Kearny/Market	(2 mast arms)

Schedule

Each mast arm removal and its signal/sign removal/reinstallation will take approximately one work day. The work will need to be done by SFMTA staff on Saturdays and Sundays (overtime) due to the extremely heavy traffic on Market during a typical work week. Considering other projects to be done on weekends, staff availability on weekends, holiday moratorium, and scheduling around various public events on Market Street throughout the year, we anticipate the entire project to take approximately 18 months (averaging about one every three weeks).

Budget

Each mast arm removal and its signal/sign removal/reinstallation will cost approximately \$10,000 per mast arm, including engineering labor, shop labor and material (for both Signal Shop and Sign Shop). The total project cost is \$230,000.

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

Project Name: Better Market Street Interim Signals Rehabilitation

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

Work will be done on weekends to avoid disrupting the street on weekdays when the pedestrian and transit volumes are highest. The project will also be scheduled to avoid parades and other events.

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

Project Name: Better Market Street Interim Signals Rehabilitation

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 230,000	\$ -		\$ 230,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 230,000	\$ -	\$ -	\$ 230,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 230,000	\$ -		\$ 230,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 230,000	\$ -	\$ -	\$ 230,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 230,000	\$ 50,000	\$ -	Based on 100% design and SFMTA signal shop estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 230,000	\$ 50,000	\$ -	

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

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

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

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

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K		\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Project Name: Better Market Street Interim Signals Rehabilitation

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of phase	SFMTA
1. Force Account Work			
Task 1: Signal Shop Labor	\$ 130,000	57%	\$ 130,000
Task 2: Signal Shop Materials	\$ 46,000	20%	\$ 46,000
Task 3: Sign Replacement	\$ 15,000	7%	\$ 15,000
Task 4: Engineering Support	\$ 25,000	11%	\$ 25,000
2. Contingency	\$ 13,500	6%	\$ 13,500
3. Other / City Attorney	\$ 500		\$ 500
TOTAL CONSTRUCTION PHASE	\$ 230,000		\$ 230,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2017 Res. No: _____ Res. Date: _____

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Funding Recommended:	Action	Amount	Phase
		Prop K Allocation	\$ 50,000
	Total:	\$ 50,000	

Total Prop K Funds: \$ 50,000

Total Prop AA Funds: \$ -

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

Fund Expiration Date: 3/31/2020 Eligible expenses must be incurred prior to this date.

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

- Quarterly progress reports shall identify the locations completed that quarter and the percent complete of the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities and/or of completed work. See SGA for details.
-

Special Conditions:

- The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$50,000 in FY2015/16 funds from the Franklin/ Divisadero Corridor Signal Upgrade project to the subject project. See attached 5YPP amendment for details.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
-

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

- | | |
|----|---|
| 1. | The SFMTA has requested an administrative amendment to the Traffic Signal Conduit Contract project (SGA 133-907047) to use \$180,000 in remaining Prop K funds to fully fund the subject project. The conduit project was completed under budget. |
| 2. | |

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

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Better Market Street Interim Signals Rehabilitation

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

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K		\$50,000				\$50,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 50,000

Current Prop AA Request: \$ -

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine de Leon

Joel Goldberg

Title: Engineer

Manager of Grants Procurement & Management

Phone: 415-701-4675

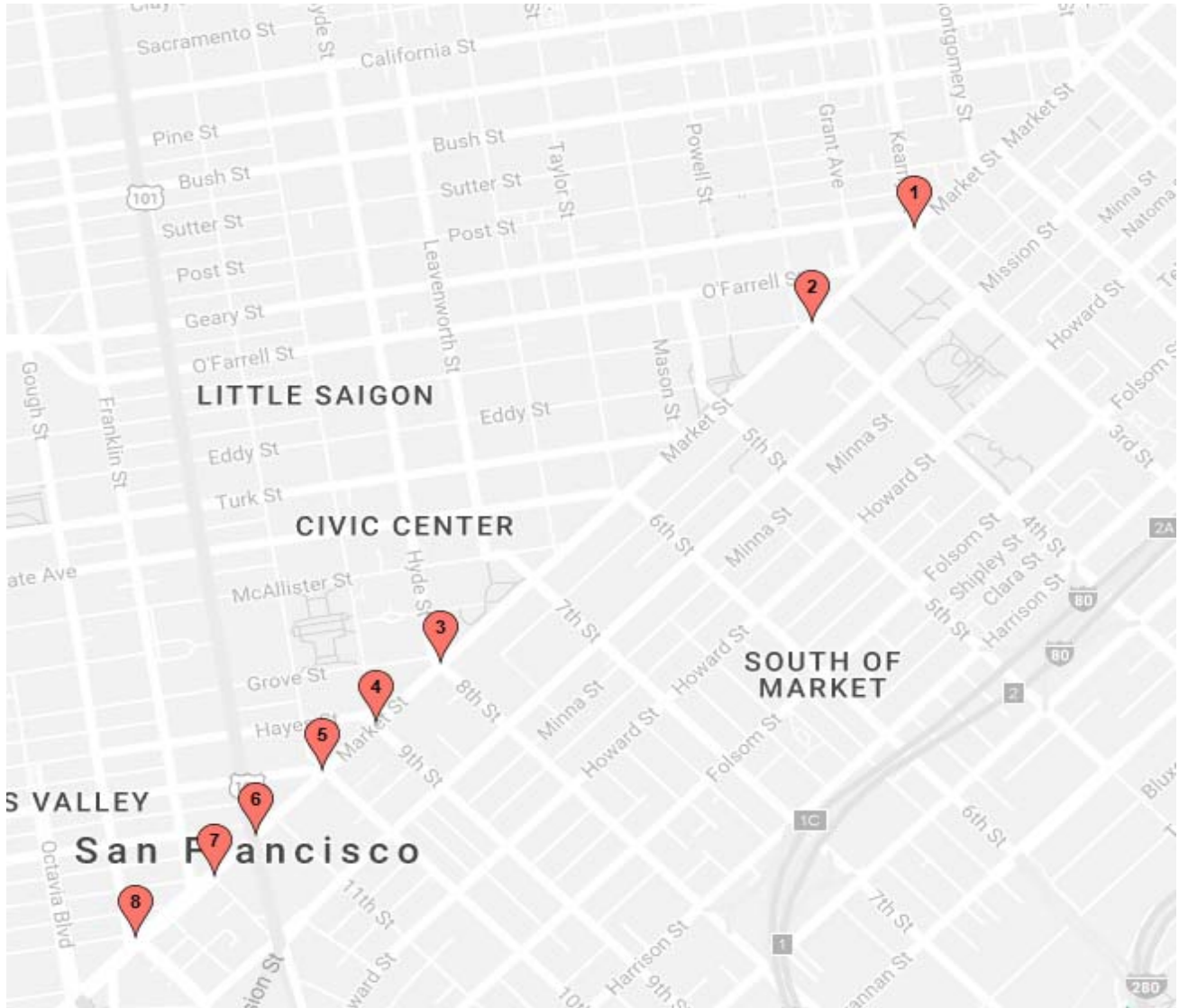
415-646-2520

Email: Geraldine.DeLeon@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS



1	3rd Street & Market Street
2	4th Street & Market Street
3	8th Street & Market Street
4	9th Street & Market Street
5	10th Street & Market Street
6	Market Street & Van Ness Avenue
7	12th Street and Market Street
8	Gough Street & Market Street

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date
 Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving									
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed	\$0					\$0
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ³	PS&E, CON	Programmed		\$0				\$0
SEMTA	Traffic Signal Conduit Contract ³	CON	Allocated		\$400,000				\$400,000
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹	PS&E, CON	Programmed			\$0			\$0
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹	PS&E, CON	Programmed				\$0		\$0
SEMTA	California Street Laurel Village Improvement Project - Traffic Signals ¹¹	CON	Allocated				\$500,000		\$500,000
SEMTA	Follow-the-Paving (Spot Traffic Signal Improvements)	PS&E, CON	Programmed					\$150,000	\$150,000
Traffic Signal Upgrades									
SEMTA	Traffic Signal Upgrades (15 Locations) ^{1,4,7}	PS&E	Programmed	\$0					\$0
SEMTA	Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴	PS&E	Allocated		\$518,000				\$518,000
SEMTA	7th Avenue and Lincoln Way Intersection Improvements ¹	CON	Allocated	\$95,476					\$95,476
SEMTA	Traffic Signal Upgrades (15 Locations) ^{7, 10}	CON	Programmed		\$0				\$0
SEMTA	Traffic Signal Upgrades (15 Locations) ¹⁰	PS&E	Programmed		\$0				\$0
SEMTA	Traffic Signal Upgrade Contract 34 ¹⁰	CON	Allocated				\$4,014,401		\$4,014,401
SEMTA	Webster Street Pedestrian Signals ⁷	CON	Allocated			\$1,358,206			\$1,358,206
SEMTA	Webster Street Pedestrian Signals - Additional Funds ⁹	CON	Allocated			\$185,000			\$185,000
SEMTA	Franklin/Divisadero Corridor Signal Upgrade ^{11, 13}	CON	Programmed		\$122,080				\$122,080
SEMTA	Franklin and Divisadero Corridor Signal Upgrade	CON	Allocated		\$3,162,920				\$3,162,920
SEMTA	Eddy and Ellis Traffic Calming Improvement ⁸	CON	Allocated			\$310,000			\$310,000
SEMTA	19th Avenue Signals Phase III	PS&E	Allocated	\$630,000					\$630,000

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SEMTA	19th Avenue Signals Phase III	CON	Allocated			\$2,520,000			\$2,520,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 1	CON	Allocated	\$300,000					\$300,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 1	CON	Deobligated	(\$7,685)					(\$7,685)
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 2	CON, PROC	Programmed			\$300,000			\$300,000
SEMTA	3rd Street Traffic Signal Detection Upgrade Phase 3	CON, PROC	Programmed				\$457,950		\$457,950
SEMTA	Traffic Signal Visibility Upgrades (12) ⁷	CON, PROC	Programmed		\$0				\$0
SEMTA	South Van Ness Conduit Installation ⁶	CON	Programmed	\$0					\$0
SEMTA	South Van Ness Signal Upgrade (12) ^{6,10}	PS&E	Programmed	\$0					\$0
SEMTA	South Van Ness Traffic Signal Upgrade ⁶	CON	Allocated		\$552,000				\$552,000
SEMTA	South Van Ness Signal Upgrade (12) ^{12,13}	CON	Programmed			\$536,980			\$536,980
SEMTA	Traffic Signal Upgrade Contract 35 ¹²	PS&E	Pending				\$840,000		\$840,000
	Better Market Street Interim Signals Rehabilitation ¹³	CON	Pending				\$50,000		\$50,000
SEMTA	Polk Corridor Signal Upgrade ^{2,5,7}	PS&E	Programmed	\$0					\$0
SEMTA	Polk Street Traffic Signal Upgrade ²	CON	Allocated	\$382,900					\$382,900
SEMTA	Polk Corridor Signal Upgrade ^{5,7}	CON	Programmed		\$0				\$0
SEMTA	Polk Streetscape Signal Modifications ⁵	CON	Allocated		\$516,000				\$516,000
SEMTA	Gough Corridor Signal Upgrade (14) ^{8,10}	PS&E	Programmed	\$0					\$0
SEMTA	Gough Corridor Signal Upgrade (14)	CON	Programmed		\$2,450,000				\$2,450,000
SEMTA	Gough Corridor Signal Upgrade	PS&E	Allocated		\$135,000				\$135,000
SEMTA	Great Highway Traffic Signal Upgrade (8)	CON	Programmed			\$607,729			\$607,729
SEMTA	Van Ness BRT SFGO Signal Improvements	CON	Allocated		\$2,275,000				\$2,275,000
SEMTA	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$357,729				\$357,729

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date**

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
Total Programmed in 5YPP				\$1,400,691	\$10,488,729	\$5,817,915	\$5,862,351	\$150,000	\$23,719,686

Total Allocated and Pending in 5YPPs	\$1,408,376	\$7,558,920	\$4,373,206	\$5,404,401	\$0	\$18,744,903
Total Deobligated in 5YPPs	(\$7,685)	\$0	\$0	\$0	\$0	(\$7,685)
Total Unallocated in 5YPPs	(\$0)	\$2,929,809	\$1,444,709	\$457,950	\$150,000	\$4,982,468

Total Programmed in 2014 Strategic Plan	\$3,653,371	\$13,540,229	\$5,062,629	\$657,950	\$150,000	\$23,064,179
Deobligated from Prior 5YPP Cycles **	\$721,112					\$721,112
Cumulative Remaining Programming Capacity	\$2,973,793	\$6,025,293	\$5,270,007	\$65,606	\$65,606	\$65,606

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-2016):
To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/construction funds to \$0.
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- To accommodate allocation of \$518,000 for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution 17-002, 7/26/2016)

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Pending 10/24/2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year			Total
				2014/15	2015/16	2017/18	

Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.
 Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.
 Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.

⁸ Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$239,713 to \$211,631.
 5YPP amendment to fully fund Eddy and Ellis Traffic Calming Improvement (Resolution 17-07, 9/27/2016)

Gough Corridor Signal Upgrade (14): Reduced by \$167,729 in FY2014/15 design funds. Project is fully funded and in progress.
 Eddy and Ellis Traffic Calming Improvement: Increased by \$167,729 to fully fund construction in FY2016/17.

⁹ 5YPP amendment to fully fund Webster Street Pedestrian Signals - Additional Funds (Resolution 17-035,03/21/2017)
 Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$354,394 to \$169,394.
 Webster Street Pedestrian Signals - Additional Funds: Added project with \$185,000 in FY2016/17 construction funds.

¹⁰ 5YPP amendment to fund Traffic Signal Upgrade Contract 34 (Resolution 2018-004, 7/25/2017)
 Traffic Signal Upgrades (15 Locations): Placeholders reduced from \$2,640,000 to \$0 in FY 2015/16 design funds and \$660,000 to \$0 in FY 2015/16 construction funds.

South Van Ness Signal Upgrade (12): Reduced from \$46,100 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with SFMTA Operating funds.

Gough Corridor Signal Upgrade (14): Reduced from \$160,271 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with Prop AA funds.

¹¹ Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$508,030 to \$0.
 Traffic Signal Upgrade Contract 34: Added project with \$4,014,401 in FY 2017/18 construction funds.

¹² 5YPP amendment to fund California Street Laurel Village Improvement Project - Traffic Signals (Resolution 2018-0XX, 9/26/2017)
 Follow-the-Paving (Spot Traffic Signal Improvements): Reduced placeholders from \$200,000 to \$0 in each of FYs 2016/17 and 2017/18.
 Franklin/Divisadero Corridor Signal Upgrade: Reduced by \$100,000 in FY 2015/16 . Project is fully funded and in construction.
 California Street Laurel Village Improvement Project - Traffic Signals: Added project with \$500,000 in FY2017/18 for construction.

¹² 5YPP amendment to fund Traffic Signal Upgrade Contract 35 (Resolution 2018-0XX, 10/24/2017)
 South Van Ness Signal Upgrade (12): Reduced from \$1,434,900 to \$594,900 in FY2016/17 construction funds. Project is fully funded via a Highway Safety Improvement Program grant, SFMTA Bond Funds and a previous Prop K allocation.

Traffic Signal Upgrade Contract 35: Added project with \$840,000 in FY2017/18 design funds.

¹³ 5YPP amendment to fund Better Market Street Interim Signals Rehabilitation (Resolution 2018-0XX, 10/24/2017):
 Franklin/Divisadero Corridor Signal Upgrade: Reduced from \$172,080 to \$122,080 in FY2015/16 construction funds; project is complete.
 Better Market Street Interim Signals Rehabilitation: Added project with \$50,000 in FY2017/18 construction funds.

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

FY of Allocation Action: 2017/18

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: _____

Prop AA Category: Transit Reliability and Mobility Improvements

Secondary Prop AA Category: _____

Current Prop AA Request: \$ 2,465,316

Supervisorial District(s): District 05, District 06, District 07, District 08

REQUEST

Brief Project Description (type below)

The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage and accessibility in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. The scope for the request is to fund the signage improvements at all nine stations and upgrade architectural and lighting amenities at the Powell, Church Street, and Castro Metro stations.

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

The project scope is broken down into two phases:

Phase 1 is the initial implementation of wayfinding signage throughout the nine stations and architectural/lighting upgrades at Powell, Church and Castro stations. Phase 2 will complete architectural/lighting upgrades for the remaining six stations (e.g. Embarcadero, Montgomery, Civic Center, Van Ness, Forest Hill, West Portal). (see attached Preliminary Engineering scope for additional details)

The project provides tangible, visible benefits for passengers, aiming to improve the customer experience by providing better travel information, clearer wayfinding, cleaner stations and safety improvements.

SFMTA is continually receiving and evaluating customer feedback on vehicle and station improvements. The 2016 Muni Ridership Survey showed that the fourth highest concern from respondents was better vehicle and station cleanliness. One of the top customer complaints is the lack of seating at Muni stops/stations, which this project aims to address. Per feedback from the 2016 Muni Ridership Survey and leveraging MTC and BART's extensive outreach completed for developing wayfinding signage standards, the project team conducted outreach for feedback on signage content and seating design.

Project Location (type below)

Muni Metro Stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill, West Portal

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount:	_____	Prop AA Strategic Plan Amount:	\$	2,465,316
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Muni Metro Station Enhancements Phase 1 and 2 Preliminary Engineering

Draft



Background

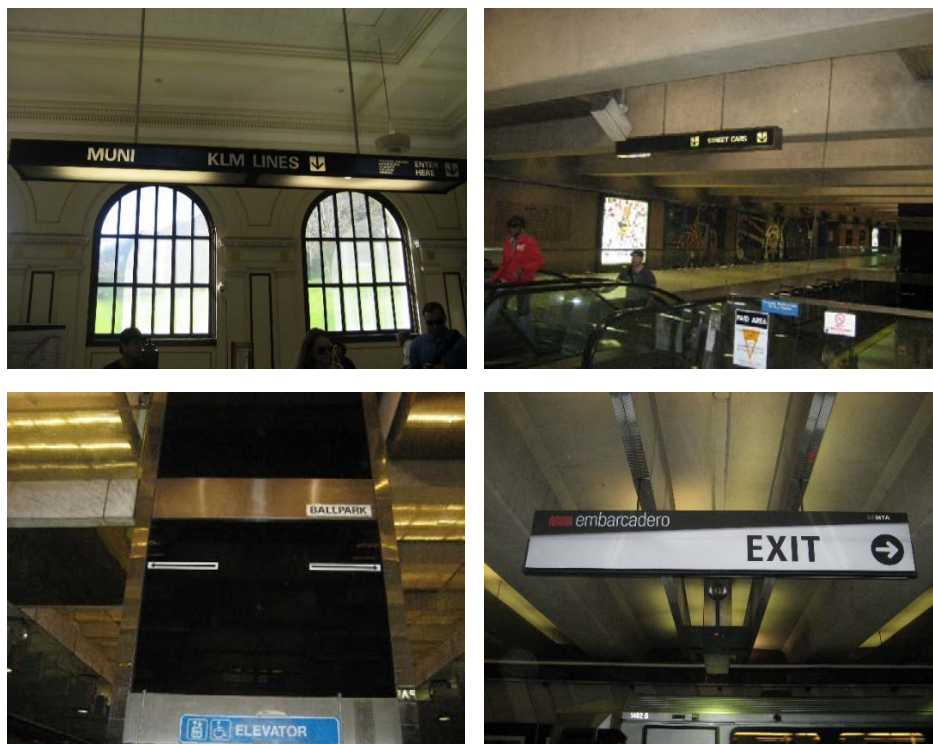
Existing Conditions

Since the opening of the Muni Metro stations, minimal capital improvements have been made to improve amenities at the stations for the approximately 87,000 daily customers. The amenities include signage, lighting, station state of good repair, seating, accessibility, digital voice announcement system, vehicle arrival times, platform seating and accessible elevators from platform to the street level.

Station Signage

The daily Muni customers rely on wayfinding and customer information at stations to make the next trip decision. Station signage has accumulated over the course of multiple decades and old outdated signage has not been removed, leaving the stations with cluttered and, in some cases, incorrect information. Signage content is also inconsistent amongst the various stations, and does not conform to existing MTC Wayfinding Signage standards. Finally, station wayfinding is limited and does not provide destination information at decision points.

Figure 1: Examples of Existing Various Signs, Signage Materials, Design Standards



2. Lighting

The current lighting levels and existing fixtures vary at each station.

Figure 2: Examples of Lighting Levels and Existing Fixtures



3. State of Good Repair Upgrades

Each station has a unique design and varying materials for flooring, walls and acoustics, and painting schemes. The materials and finishes appear very unkempt or dated.

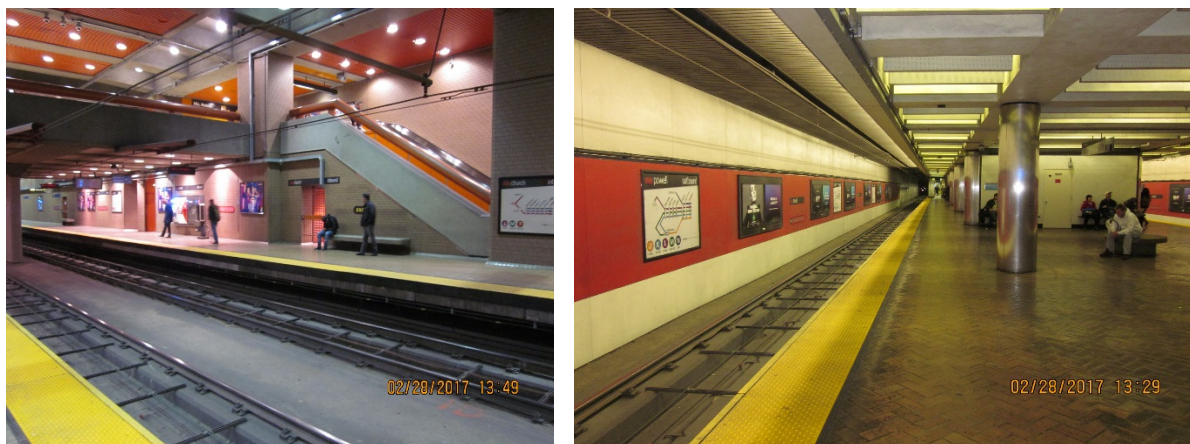
Figure 3: Examples of Acoustic Panels, Lack of Cleanliness



4. Seating

Seating on the platform level at certain stations, particularly at the stations west of Civic Center will need updating.

Figure 4: Examples of Existing Seating



Project Scope

In 2016, the Muni Ridership Survey revealed that over 70% of customers are satisfied with service—the highest in agency history. However, the survey also revealed that customers want Muni to prioritize vehicle and station cleanliness, because as of now, minimal investment has been made to improve customer amenities at the stations they opened in 1980.

Given customer input and the SFMTA's existing priority to invest in customer comfort upgrades along the Muni Rapid Network, this project aims to improve the customer experience by providing better travel information, clearer wayfinding, cleaner stations and safety improvements.

The Muni Metro Station Enhancements project will provide tangible, visible benefits for passengers. These improvements are detailed in the table below, which lists treatments that the Muni Metro Station Enhancements project is proposing at each station.

These improvements will compliment other, ongoing work in the subway, including track replacement between Castro and West Portal stations and communication upgrades.

Project Scope Categories

Table 1 lists the scope of each category.

Table 1: Category Details

Signage:	Upgrade and replace existing station signage with new signage on the mezzanine and at the platforms that meet MTC Signage Standards and are consistent with the region. These new signs are back-lit, legible and provide helpful destination information for customers and key decision points at the stations.
Lighting:	Upgrade existing ceiling lights with energy-efficient LED fixtures to improve visibility at stations; add directional lighting for advertisement panels on perimeter walls.
State of Good Repair:	Repair wall/floor tiles and acoustical panels to improve safety and cleanliness; paint treatments to brighten the station and develop unique station identity.
Seating:	Add additional seating at the platform for customers.
Accessibility:	Update handrails at specific stations.

Project Phases

The project is broken down into two phases:

- Phase 1 is the initial implementation of wayfinding signage throughout the nine stations and architectural/lighting upgrades at Castro, Church and Powell stations
- Phase 2 will complete architectural/lighting upgrades for the remaining six stations.

With better wayfinding and improved comfort while waiting for the trains, these enhancements will improve the general safety of the stations and the customer's travel experience when riding Muni.

Table 2: Phase 1 Project Scope by Station

Station	Level	Signage	Lighting	State of Good Repair Upgrades	Seating	Accessibility
Embarcadero	Platform	X				
Montgomery	Platform	X				
Powell	Platform	X	X	X		X
Civic Center	Platform	X				
Van Ness	Mezzanine, Platform	X				
Church	Mezzanine, Platform	X	X	X	X	
Castro	Mezzanine, Platform	X	X	X	X	X
Forest Hill	Mezzanine, Platform	X				
West Portal	Platform	X				

Please see attachment 1 for some mock-ups for how some of the stations may look with improved signage and lighting. The images below show how signage will appear at the platform, indicating direction and exit signs and where the stairs/escalators are leading the customers to.

Table 3: Phase 2 Project Scope by Station

Station	Level	Lighting	State of Good Repair Upgrades	Seating	Accessibility
Embarcadero	Platform	X	X		
Montgomery	Platform	X	X		X
Civic Center	Platform	X	X		X
Van Ness	Mezzanine, Platform	X	X	X	X
Forest Hill	Mezzanine, Platform	X	X	X	X
West Portal	Platform	X	X	X	

Project Cost Estimate

Phase 1 - Cost Estimate

Item 1	Advanced Funding	\$287,000
Item 2	Wayfinding and Station ID Signage at all stations	\$2,782,950
Item 3	Transit Information signs (Maps)	\$735,000
Item 4	Paint ceiling panels above trackway	\$1,050,000
Item 5	Powell, Church and Castro Station Arch upgrades	\$1,377,118
Item 6	Powell, Church and Castro Station Lighting upgrades	\$2,967,644
Item 7	Transit PM, Engr, Planning, Outreach Services (10%)	\$706,155
	Subtotal	\$9,905,867
Optional Work		
Item 8	Optional Info "I" Cube	\$413,516
Item 9	Optional Arch Screen to cover conduits	\$500,625
Item 10	Optional Unique Station identifier	\$667,500
Item 11	Transit PM, Engr, Planning, Outreach Services (10%)	\$112,492
	Subtotal	\$1,694,133
	Total	\$11,600,000

Phase 2 - Cost Estimate

Station upgrades (Embarcadero, Montgomery, Civic Center, Van Ness, Forrest Hill and West Portal):

Embarcadero	\$756,938
Montgomery	\$1,744,169
Civic Center	\$1,001,111
Van Ness	\$897,604
Forrest Hill	\$1,570,189
West Portal	\$1,763,869
Total	\$7,733,880

Project Schedule

Phase 1 Preliminary Schedule

- | | |
|---------------------------------------|------------------|
| 1. Preliminary Engineering completion | May 15, 2017 |
| 2. Final Design completion | July 28, 2017 |
| 3. Outreach completion | July 28, 2017 |
| 4. Advertise | August 3, 2017 |
| 5. Bid & Award completion | January 15, 2018 |
| 6. Construction completion | March 2019 |

Phase 2 Schedule is pending – dependent on funding and outcome of Phase 1

Contracting Strategy

This region is experiencing a construction boom and as a result, there have been recent public contracts that have received significantly high bids or no bids at all from contractors.

It is therefore recommended that the project is divided into two separate construction contracts to align the work specialty and also to hopefully address the high bid or no bid situation.

Contract 1: Signage for all stations

Contract 2: Church, Castro and Powell Stations upgrades (painting, lighting, refinish surfaces, ADA upgrades and seating)

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

Project Name: Muni Metro Station Enhancements - Phase 1

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

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

SCHEDULE DETAILS

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

The Muni Metro Station Enhancements project will leverage other right-of-way projects and subway construction closures to complete work during non-revenue hours if needed, per protocol.

The team anticipates receiving a categorical exemption for the project as the scope entails replace-in-kind work. The team expects Environmental Clearance for the project will be approved in August 2017 from the SF Planning Department.

Design Schedule Breakdown:

- 1A (wayfinding of Powell, Church, Castro): 95% complete
- 1B (wayfinding of remaining six stations): 60% (to be completed in November 2017)
- 1C (architectural/lighting treatments at Powell, Church and Castro): 20% complete (to be completed in March 2018)

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

Project Name: Muni Metro Station Enhancements - Phase 1

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total	
Prop AA	\$ -	\$ 2,465,316	\$ -	\$ 2,465,316	
CCSF-IPIC (Market Octavia) FY19	\$ -	\$ 2,448,670	\$ -	\$ 2,448,670	
Prop B General Fund Set-Aside	\$ -	\$ 5,580,367	\$ -		
Total:	\$ -	\$ 10,494,353	\$ -	\$ 10,494,353	Construction Phase 1 Only

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

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

Fund Source	Planned	Programmed	Allocated	Total	
Prop AA	\$ -	\$ 2,465,316	\$ -	\$ 2,465,316	
Caltrans-PTMISEA (IBond)-FY14	\$ -		\$ 287,000	\$ 287,000	
CCSF-IPIC (Market Octavia) FY19	\$ -	\$ 2,448,670	\$ -	\$ 2,448,670	
Prop B General Fund Set-Aside	\$ -	\$ 6,399,014	\$ -	\$ 6,399,014	
Total:	\$ -	\$ 11,313,000	\$ 287,000	\$ 11,600,000	Phase 1

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 287,000	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 818,647	\$ -	\$ -	From Preliminary Engineering Scope
Construction (CON)	\$ 10,494,353		\$ 2,465,316	From Preliminary Engineering Scope
Total:	\$ 11,600,000	\$ -	\$ 2,465,316	

% Complete of Design: as of See schedule details box
 Expected Useful Life: Years

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ -			\$ -	\$ -	\$ -
Prop AA	\$ -	\$ 2,465,316	\$ -	\$ -	\$ -	\$ 2,465,316

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Muni Metro Station Enhancements - Phase 1

MAJOR LINE ITEM BUDGET

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFMTA	Contractor
Phase 1 Cost Estimate				
Item 1 Wayfinding and Station ID at all Stations	\$ 2,782,950			\$ 2,782,950
Item 2 Transit Information Signs (Maps)	\$ 735,000			\$ 735,000
Item 3 Paint Ceiling Panels above Trackway	\$ 1,050,000			\$ 1,050,000
Item 4 Powell, Church and Castro Station Arch Upgrades	\$ 1,377,118		600,000	\$ 777,118
Item 5 Powell, Church and Castro Station Lighting upgrades	\$ 2,967,644			\$ 2,967,644
Item 6 Option Info "i" Cube	\$ 413,516			\$ 413,516
Item 7 Optional Arch Screen to Cover Conduits	\$ 500,625			\$ 500,625
Item 8 Optional Unique Station Identifier	\$ 667,500			\$ 667,500
TOTAL CONSTRUCTION PHASE*	\$ 10,494,353		\$ 600,000	\$ 9,894,353

* Includes City Attorney Review

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

		Action	Amount	Phase
Funding Recommended:		Prop AA Allocation	\$ 2,465,316	Construction (CON)
		Total:	\$ 2,465,316	

Total Prop K Funds: \$ -

Total Prop AA Funds: \$ 2,465,316

Fund Expiration Date: 3/31/2020 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. Quarterly progress reports shall provide the improvements installed at each station in the prior quarter, the improvements by location anticipated in the upcoming quarter, the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities and 2-3 photos of completed work. See SGA for definitions.
2. _____

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$2,465,316) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. _____
2. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	76.51%
Actual Leveraging - This Project	No Prop K	78.75%

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 718-xxxxxx **Name:** Muni Metro Station Enhancements – Phase 1
Phase: Construction (CON) **Fund Share:** 23.49%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop AA		\$1,232,658	\$ 1,232,658			\$2,465,316

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ -
Current Prop AA Request: \$ 2,465,316

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Roger Nguyen

Joel Goldberg

Title: Project Manager

Manager of Capital Procurement & Management

Phone: 415-646-2608

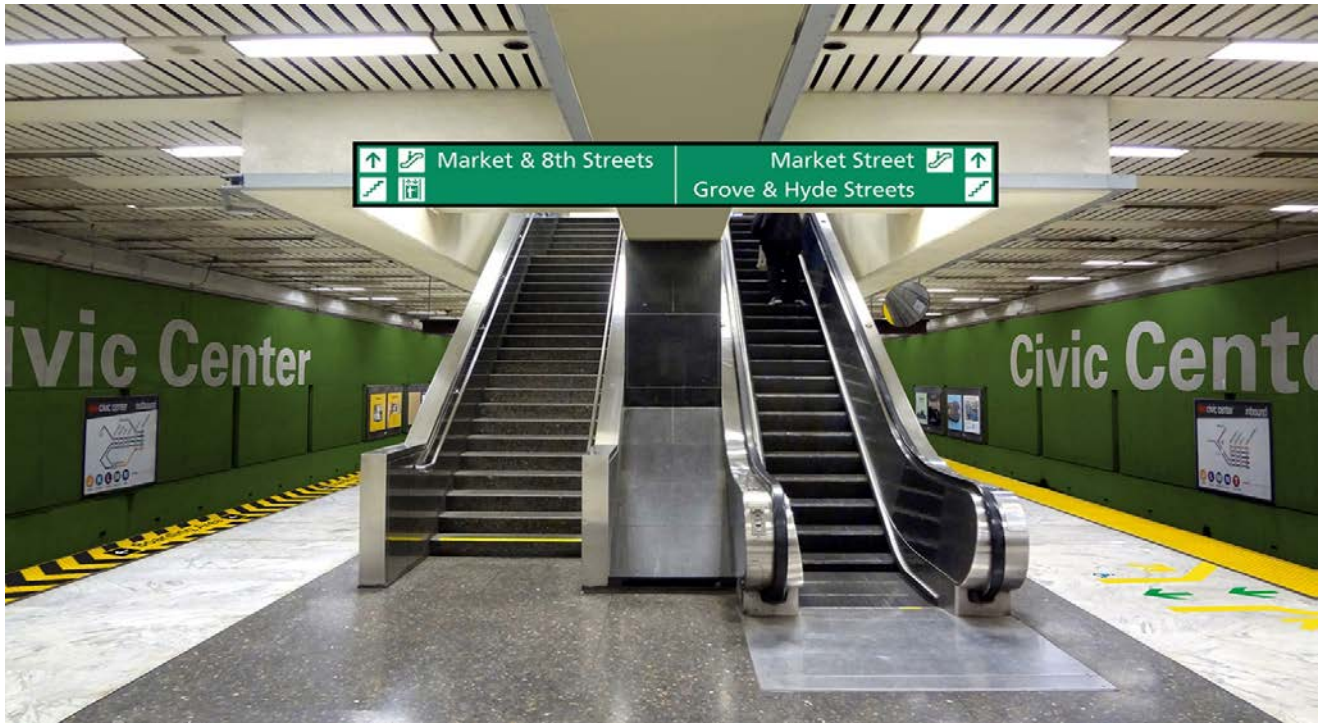
415-646-2520

Email: Roger.Nguyen@sfmta.com

joel.goldberg@sfmta.com

MAPS AND DRAWINGS

Below are renderings of possible treatments:



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





Memorandum

Date: October 5, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 10/17/2017 Board Meeting: Allocation of \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$890,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests: <ol style="list-style-type: none"> 1. Traffic Signal Upgrade Contract 35 (\$840,000) 2. Better Market Street Interim Signals Rehabilitation (\$50,000) • Allocate \$2,465,316 in Prop AA vehicle registration fee funds to the SFMTA for one request: <ol style="list-style-type: none"> 3. Muni Metro Station Enhancements - Phase 1 <p>SUMMARY</p> <p>We have received two requests totaling \$890,000 in Prop K sales tax funds and one request for \$2,465,316 in Prop AA vehicle registration fee funds. 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>	<ul style="list-style-type: none"> <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: <hr/>
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DISCUSSION

Attachment 1 summarizes the subject allocation 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 each project is included in the attached 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 \$890,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds and \$2,465,316 in Prop AA vehicle registration fee funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow

Agenda Item 7

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 was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K/AA Allocation Summaries – FY 2017/18

Attachment 5 – Prop K/AA Allocation Request Forms (3)



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Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 10/17/17 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the core BRT project is \$189.5 million. It is part of a larger, unified Transit Improvement Project totaling \$316.4 million which combines several parallel projects such as new overhead trolley contacts, signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is using the Construction Manager-General Contractor (CMGC) project delivery method, and the project is currently in the roadway reconstruction and utility upgrade construction phase.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" 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> <p>_____</p>
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DISCUSSION

Background.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission’s Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the SFMTA, which is leading the construction phase and will be responsible for operation of the facilities. The SFMTA engineering team is working closely with the San Francisco Public Utilities Commission (SFPUC) on utility upgrade issues, and is also using its on-call consultant HNTB for some specialized tasks.

The construction of the core Van Ness Avenue BRT project has been combined with several parallel City sponsored projects to lower overall cost and construction duration in comparison to building the projects separately. These parallel projects, which have largely independent funding, include: installing new overhead trolley contacts, streetlights, and poles replacement; SFgo traffic signal replacement;

sewer line replacement; water line replacement; and stormwater “green infrastructure” installation. Pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs are part of the core BRT project.

Figure 1: Relationship of Van Ness BRT and Van Ness Transit Improvement Project



Status and Key Activities.

Van Ness Avenue BRT Project recently completed the initial roadway preparation phase of construction in June 2017. This phase involved construction in the median of Van Ness Avenue to prepare the roadway for the utilities and BRT build out phases. Activities in this phase included the removal of trees and shrubs along the median. Trees designated to be kept by the project were not removed and are now protected by fences. The old median was removed and temporarily repaved before the construction of permanent BRT lanes. The Overhead Contact System (OCS) was also removed and traffic signals in the median were relocated.

Preliminary construction on the utility phase began in August 2017. This phase will replace a utility duct bank, water main, and sewer pipelines underneath Van Ness Avenue. Parts of the emergency Auxiliary Water Supply System (AWSS) will also be replaced. To accomplish these objectives, Van Ness will be divided into two active construction areas for utility replacement: Lombard to Sutter and Sutter to Mission. Utility replacement will start on the east side of Van Ness at Lombard and the west side at Sutter. Both construction areas will expand in a southerly direction until they reach the end of the segment. Then, construction will move back to the top of each segment and begin on the opposite side. Currently, blue curb parking and loading zones have been temporarily relocated. Parking will still be available on the opposite side of the street. The southbound bus stop at McAllister has also been temporarily relocated.

Agenda Item 8

Utility work also includes replacement of street lights. The historic spiral light pole replica will be installed outside of the Civic Center Historic District. However, modern light poles will be used in the Historic District to meet Secretary of Interior Standards. Water and sewer relocation work is expected to start soon in late October 2017 and last about two years until August 2019. The BRT buildout is scheduled to start next year in April 2018, assuming utility construction proceeds without delays. The BRT buildout is anticipated to continue for two years until spring of 2020.

Construction activities shifting from the median to the sides of Van Ness Avenue will be directly adjacent to businesses and residents, who are both concerned about the required temporary traffic relocation, noise, and parking removal. The project team is proactively reaching out to businesses and residents and addressing these concerns. Outreach includes emailing weekly construction forecast and hosting a monthly business advisory committee and citizen advisory committee meetings. As construction approaches any given block, the project team and the contractor (Walsh Construction) will help business and residents of that block adapt to construction activities. Signage has been installed along Van Ness Avenue to inform drivers and pedestrians of construction activities.

Current Issues and Risks.

The project team is in regular contact with Walsh Construction on risks encountered during construction. The top risks are delays caused by a wet rain season earlier this year, the rebidding of the water and sewer scopes of work, and the dual permitting process combining the City and Caltrans. The total delay currently is estimated at 179 calendar days. The project team is working with Walsh on a recovery schedule by streamlining the approval process for traffic control plans with Caltrans, and working closely with SFPUC to expedite water and sewer replacement. Other strategies to accelerate the schedule, such as holiday moratorium waivers by businesses, are also under consideration.

Construction cost for the project has trended upward due to a tight construction labor market and design changes. These changes may lead to potential claims. The construction bid by Ranger Pipelines for the water and sewer scope of work came in at \$39 million. Walsh Construction negotiated the bid down to \$30 million, which is still \$11 million higher than the original project estimate of \$19 million. However, SFMTA should only be responsible for the original \$19 million due to the negotiated guaranteed maximum price of the CMGC method. Other changes included the addition of streetlight poles for \$6.5 million and possible sidewalk repavement and ADA upgrades of \$1.25 million.

Project Schedule and Budget.

The project schedule and budget have been updated to reflect the changes and delays in construction. Both schedule and budget also include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current assumptions, revenue service will start in summer of 2020.

Attachment 2 shows the estimated budget for the project by phase as well as expenditures to date for the Core BRT project. All of the construction funds have been previously allocated or programmed to the project.

Transportation Goals.

Agenda Item 8

Upon completion of the project, Van Ness Avenue BRT aims to improve travel time by 32%, increase reliability up to 50%, increase boarding up to 35%, and reduce daily route operating cost by up to 30%. These goals will lead to long term benefits for businesses and residents along Van Ness Avenue.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 2 – Budget and Expenditures to Date

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013			2014			2015			2016			2017			2018			2019			2020		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies*																								
2. Preliminary Engineering (CER)																								
3. Final Design																								
4. Construction Manager-General Contractor (CMGC) Process																								
5. Construction																								
6. Revenue Operations Begin																								
* Conceptual Engineering and Environmental Studies began in 2007																								
Key:												Currently Scheduled	Late Start since last report			Late Finish since last report								

Attachment 2: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date

Phase Name	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions)¹	% Complete
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.77	100%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 12.58	100%
Construction (Including Testing/Startup) Contingency	\$ 158.74	\$ 158.74	\$ 26.61	17%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 53.4	28%

¹As of August 2017.

RESOLUTION ADOPTING THE 2017 SAN FRANCISCO TRANSPORTATION PLAN UPDATE

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority develops a countywide, long-range transportation multi-modal plan to establish San Francisco's investment priorities and guide development of the sector; and

WHEREAS, In December 2013, the Transportation Authority Board adopted the previous San Francisco Transportation Plan (2013 SFTP), the long-range blueprint that guides investment in the City's transportation system; and

WHEREAS, For the 2013 SFTP, through detailed data analysis, interagency collaboration, and public involvement, staff evaluated ways to improve our transportation system with existing resources and potential new revenues; and

WHEREAS, The 2013 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; and

WHEREAS, As a minor progress update to the prior SFTP, the 2017 SFTP Update highlights milestones reached for transportation projects, plans, and new revenue advocacy since the adoption of the 2013 SFTP, reports on existing and future conditions and trends impacting the City's transportation system, and reaffirms the 2013 SFTP's goals, investment plan and supporting policy recommendations; and

WHEREAS, The 2017 SFTP Update was developed in parallel to the Metropolitan Transportation Commission's Plan Bay Area 2040 update adopted in July 2017 and mirrors the local transportation priorities that are included in Plan Bay Area 2040; and



WHEREAS, Development of San Francisco's project priorities and policy inputs to Plan Bay Area 2040 were based on the 2013 SFTP and updated in collaboration with San Francisco project sponsors and input was sought from the Board and public through numerous presentations on Plan Bay Area 2040 at Board and Citizens Advisory Committee meetings; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of the enclosed 2017 SFTP update; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2017 SFTP update; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the final 2017 SFTP update for publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. 2017 SFTP Document



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 10/17/17 Board Meeting: Adoption of the 2017 San Francisco Transportation Plan Update

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2017 San Francisco Transportation Plan Update</p> <p>SUMMARY</p> <p>This memo provides information regarding the 2017 San Francisco Transportation Plan (SFTP) Update draft document. The SFTP outlines how transportation funding in the city will be prioritized through 2040 with consideration for citywide goals as well as expected and potential revenues. The 2017 SFTP Update is the local parallel effort to the Metropolitan Transportation Commission’s (MTC’s) regional Plan Bay Area 2040 update.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

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

Current Effort.

Staff has prepared a draft 2017 SFTP Update document, and this memorandum outlines its contents. The 2017 SFTP Update mirrors 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 includes the following content:

- *Investments Bearing Fruit:* This section provides a progress report on projects implemented, policies adopted, and planning studies completed. It also acknowledges new revenue sources for transportation that have been established over the past several years. Overall,

this section highlights 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 provides 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 explains the minor updates to the scenarios which reflect changes in project costs and revenue projections.
- *What's Next:* The document concludes 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

FINANCIAL IMPACT

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

CAC POSITION

The CAC was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Enclosure – 2017 SFTP Document

RESOLUTION ACCEPTING THE SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN WHICH IDENTIFIES A FRAMEWORK OF TDM EFFORTS FOR ALL RESIDENTS, TENANTS, EMPLOYEES, AND VISITORS TO MAKE SURE THEY HAVE THE TOOLS THEY NEED TO GET AROUND USING SUSTAINABLE MODES OF TRAVEL SUCH AS TRANSIT, WALKING, AND BICYCLING IN SUPPORT OF SAN FRANCISCO'S TRANSPORTATION GOALS

WHEREAS, In years past, San Francisco City and County departments provided Transportation Demand Management (TDM) services and support in agency-oriented siloes; and

WHEREAS, The San Francisco Department of the Environment (SFE), San Francisco Planning Department (SF Planning), San Francisco Municipal Transportation Agency (SFMTA) and San Francisco County Transportation Authority (SFCTA) finalized a TDM Strategy for collaborative work in August 2014; and

WHEREAS, The "Transit First Policy" in the City Charter declares that public transit is "an economically and environmentally sound alternative to transportation by individual automobiles", and that within the City, "travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile"; and

WHEREAS, The City has many plans, policies, and initiatives that seek to encourage travel by and safety of active modes of transportation including the San Francisco Bicycle Plan, the Green Connections Plan, the Better Streets Plan, Vision Zero, and others; and

WHEREAS, Travel by transit, bicycle, or on foot are considered to be trips made by sustainable modes of transportation; and

WHEREAS, For most families, transportation is the second-largest part of the household budget; and



WHEREAS, A successful TDM program can significantly lower transportation costs, helping to make San Francisco a more affordable and inclusive city; and

WHEREAS, According to Plan Bay Area 2040, the Bay Area's Regional Transportation Plan and Sustainable Community Strategy, San Francisco is expected to grow by approximately 191,000 jobs and 102,000 households between 2010 and 2040; and

WHEREAS, This growth will generate an increased demand for transportation infrastructure and services on an already constrained transportation system; and

WHEREAS, One of the challenges posed by this growth is the increased number of single occupancy vehicle trips, and the pressure they add to San Francisco's limited public streets and rights-of-way, contributing to congestion, transit delays, and public health and safety concerns, and the air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized vehicles, which negatively impact the quality of life in the City and health of people living in the Bay Area and our planet; and

WHEREAS, Various policies have been adopted at the state level that set GHG reduction targets including, Assembly Bill 32, the California Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008); and

WHEREAS, Local plans and policies including Plan Bay Area 2040 and the GHG Reduction Ordinance also set GHG reduction targets; and

WHEREAS, Local plans including the San Francisco 2013 Climate Action Strategy and its 0-50-100 Roots framework establish climate goals; and

WHEREAS, The transportation sector contributes significantly to GHG emissions and, as a result, many GHG emissions reduction targets are accompanied by targets to reduce vehicle miles traveled and to increase non-automobile mode share; and one of the ways identified to achieve these targets is through a collaboration of TDM projects across agencies; and

WHEREAS, The importance of TDM strategies are acknowledged in the Transportation Element of the General Plan and the San Francisco Transportation Plan; and

WHEREAS, Many Area Plans including each of the Area Plans within Eastern Neighborhoods and the Transit Center District Plan identify policies for the development of a TDM program for the Plan Area; and

WHEREAS, The proposed plan seeks to promote sustainable travel modes by encouraging policies and programs that support transit, ride-sharing, walking, and bicycle riding for residents, tenants, employees, and visitors; and

WHEREAS, A successful TDM program can ensure access and mobility for all; and

WHEREAS, The goals of the plan are to help keep San Francisco moving as the city grows, and to promote better equity, environmental, health and safety outcomes, consistent with state, regional and local policies; and

WHEREAS, As Congestion Management Agency (CMA), the SFCTA produces the long-range Countywide Transportation Plan and the Congestion Management Program and develops the travel demand forecasting model for San Francisco; and

WHEREAS, The SFCTA, SFMTA and SF Planning Department adopted a “Interagency Transportation Demand Management Strategy” to identify and analyze the major sources of single occupant vehicle travel in San Francisco; and

WHEREAS, The upcoming major update of the San Francisco Transportation Plan depends on a Transportation Demand Management Modal Plan; and

WHEREAS, At its June 28, 2017 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support to accept the San Francisco Transportation Demand Management Plan; now, therefore, be it



RESOLVED, That the Board hereby accepts the San Francisco Transportation Demand Management Plan.

Enclosure:

1. San Francisco Transportation Demand Management Plan



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 10/17/17 Board Meeting: Acceptance of the San Francisco Transportation Demand Management Plan

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the San Francisco Transportation Demand Management (TDM) Plan for 2016-2020</p> <p>SUMMARY</p> <p>This memo summarizes the purpose of the 2016-2020 San Francisco TDM Plan, next steps for TDM projects, and previous expenditures related to this planning effort. The TDM Plan is a joint effort between the Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), Department of the Environment (SFE), and the Planning Department. The Plan, which follows the Transportation Authority-supported 2014 TDM Strategy will be considered by each partner agency’s board and represents the next step in collaborative TDM planning in San Francisco.</p>	<ul style="list-style-type: none"> <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"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

In 2014 the Transportation Authority, SFMTA, SFE and Planning Department supported the Interagency TDM Strategy as part of the TDM Partnership Project. The TDM Strategy identifies shared goals and priority activities to deliver TDM programs in a coordinated manner throughout San Francisco. Together these four agencies will work collaboratively to achieve San Francisco’s Transit First policy and adopted Climate Action Strategy. The 2016-2020 TDM Plan is the next step towards this vision.

A successful TDM plan will reduce the cost of living for San Francisco residents by reducing reliance on driving in and to the city. Moreover, by reducing solo-driving trips and increasing mobility through more sustainable modes, air quality will also increase. Lastly, a successful TDM plan will complement larger infrastructure improvements by making our transportation system more efficient and sustainable.

2016-2020 TDM Plan.

The TDM Plan is based on the 2014 Strategy and identifies policies, projects and programs San Francisco can implement to accomplish its TDM goals. The TDM Plan also identifies general roles for specific TDM strategies and assigns accountability to certain agencies. Finally, through inter-agency

collaboration, we will evaluate the effectiveness of the TDM plan based on changes in single-occupancy vehicle trips, vehicle miles traveled, and greenhouse gas emissions.

The four agencies have formed a TDM Partners Working Group that meets quarterly. During these meetings, agencies will provide each other with updates on program and policy activities. The meetings will also serve as a forum to collaborate, and propose new TDM ideas and strategies.

TDM Plan Vision and Goals.

The Plan's vision is to encourage transit, walking, biking and shared rides as the preferred means of travel through San Francisco by reducing dependency on single occupancy trips.

Goal 1: Make it easy for residents, employees and visitors to travel by transit, foot, bike, or shared rides when traveling to, from, and within San Francisco.

Goal 2: Institutionalize a culture in San Francisco that embraces walking, bicycling, taking transit and sharing rides.

Goal 3: Collaborate on a wide variety of initiatives to leverage the impact of TDM.

Goal 4: Ensure and prioritize effective programs through monitoring and evaluation.

Feedback.

The SFMTA developed the TDM Plan internally with support from agency stakeholders and partners. We request feedback from the Citizens Advisory Committee and Board in identifying if any major strategies are missing or that we should consider.

Additional TDM Projects and Activities.

The TDM strategy projects, programs and initiatives are funded by Prop K funds designated for Citywide TDM programs in the current Prop K 5-Year Prioritization Program as well as Transportation Fund for Clean Air funds programmed by the Transportation Authority. The Citywide TDM programs include Citywide TDM Marketing, TDM Program Evaluation, Commuter Benefits Ordinance Employer Outreach, and Comprehensive Residential and Employee TDM Program.

Other TDM-related activities include the following:

- BART Perks Test Program
- Bayview Moves Pilot Program
- Freeway Corridor Management Study
- Late Night Transportation Plan
- Lombard Crooked Street Study
- Transportation Sustainability Program
- Treasure Island Mobility Management Agency Project

FINANCIAL IMPACT

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

CAC POSITION

Agenda Item 10

The CAC was briefed on this item at its June 28, 2017 meeting and unanimously adopted a motion of support for the staff recommendation. Since June, the SFMTA has been making edits to the final plan to improve its readability and formatting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Transportation Demand Management Partnership Project Fact Sheet



Fact Sheet



TDM Interagency Strategy

Infrastructure alone (bicycle lanes, sidewalks, and transit) is not sufficient to achieve the City's goals for increasing the share of trips made by biking, walking, and riding mass transit. Transportation Demand Management (TDM) strategies that reduce drive-alone trips and increase overall regional mobility are also needed.

The TDM Partnership, an effort of the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department (DCP), and SF Environment (SFE), jointly developed and coordinated a strategy to ensure an effective approach to TDM in San Francisco. The Interagency TDM Strategy identifies shared goals and priority activities for the coming five years.

APPROACH

The TDM Partnership began by analyzing the current policies, programs, and practices that make up TDM in San Francisco now. It then reviewed the universe of potential TDM efforts. Staff completed a literature review and interviews with TDM experts from across the country to identify the most promising TDM measures. Examples of assessed TDM measures included pricing policies, HOV lanes, employer and residential outreach programs, bulk transit passes, parking management, carsharing, bikesharing, and others.

As part of the analysis, the team also analyzed the major sources of single occupant vehicle travel in San Francisco. Findings suggest that San Francisco residents' and employees' commute trips generate the most single-occupancy vehicle driving trips in San Francisco (approximately 200 million single-occupant commute trips annually). Because regional commuting occurs within congested periods and locations, this compounds its environmental effects and impacts the most congested transit routes.

WHY SAN FRANCISCO NEEDS TDM

A robust suite of TDM measures is critical to support sustainable trip-making to achieve San Francisco's clean air and climate change goals. Measures are also needed to address the transportation system challenges associated with planned population and employment growth.

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



The Interagency TDM strategy recommends the initiation of a comprehensive neighborhood-based residential and employer program.



The Interagency TDM Strategy recommends implementing a TDM framework for growth to reduce single-occupancy trips associated with new development.

RESULTS

San Francisco residents' and employees' commute trips are the most significant generator of single-occupancy vehicle driving, and usually occur at peak congestion times periods and locations, compounding impacts on crowded transit routes and air pollution.

The TDM Partnership compared effectiveness, impact, and cost of scored TDM measures and identified priority policies, programs, and enforcement measures for San Francisco. These include existing measures that may be expanded, innovative pilot projects, and new practices. Overall, regulatory policies and pricing (e.g. parking pricing, congestion pricing) were found to be the most cost effective TDM measures. The analysis also revealed several gaps and opportunity areas for San Francisco's TDM programs, described below.

RECOMMENDATIONS

- **Speak in a unified voice.** San Francisco's TDM programs have historically been isolated; agencies should coordinate to present a unified program and brand.
- **Programs should be comprehensive.** Reinforce desired travel behavior changes through multiple channels, including residences and worksites.
- **Provide high-quality, user-friendly transportation options.** Effective TDM programs rely on alternatives to the automobile and transit capacity constraints must be addressed.
- **TDM programs and services should be supported by strong, enforceable policies.** Continue to study or pilot policies such as congestion or parking pricing to gauge support for ongoing implementation.
- **Enforce existing and future regulation.** Enforcing existing developer TDM commitments is critical for the future.
- **Pursue comprehensive, systematic evaluation and report on the effectiveness of city TDM programs.** Begin a bi-annual, outcomes-based evaluation of city TDM programs.
- **Prioritize new ideas for projects or programs.** The TDM Interagency Strategy outlined a five-year program, with recommendations grouped according to priority: core (essential), priority, and supportive.



Inter-Agency
Transportation Demand Management
Strategy

The Interagency Transportation Demand Strategy is available upon request.

CONTACT US

For more information, contact John Knox White at 415.701.4473 or john.knoxwhite@sfmta.com

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



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Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data, and Analysis
Subject: 10/17/17 Board Meeting: Update on the Core Capacity Transit Study

RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action	<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: _____
<p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Core Capacity Transit Study (CCTS) was a two year, multi-agency effort to develop and prioritize solutions to congestion, crowding, and unreliability on the transit network to and from Downtown San Francisco and surrounding employment centers such as Civic Center and Mission Bay. The study, finalized and released in September 2017, identifies and describes the current and expected future demands on transit in both the Transbay and intra-San Francisco travel markets, and recommends packages of investments over the next 15 years and beyond to address the anticipated growth in demand. The findings and recommendations of the study will be shared with the Board.</p>	

DISCUSSION

Background.

The CCTS began in 2015, and was a multi-agency effort to identify and prioritize the major investments needed to serve the growing demand for quality transit service into the San Francisco Core, defined as an area approximately bounded by 17th Street to the south, Gough and 11th Streets to the west, the San Francisco Bay to the east, and California Street and Pacific Avenue to the north. The study was led by the Metropolitan Transportation Commission, with the Transportation Authority, Alameda-Contra-Costa Transit District (AC Transit), BART, Caltrain, the San Francisco Municipal Transportation Agency (SFMTA), and the Water Emergency Transportation Authority (WETA).

The Study Area included two primary transit corridors to and from the Core: the Transbay Corridor and the San Francisco Metro Corridor. The Transbay Corridor represents travel to and from the East Bay to San Francisco and is served by a variety of transit service options, including AC Transit buses on the San Francisco–Oakland Bay Bridge, BART trains in the Transbay Tube, WETA’s San Francisco Bay Ferry terminals and routes, and more. Shaped by the geography of the bay, this corridor is defined by the individual routes that serve the Core. The San Francisco Metro Corridor represents travel to and from the Core and areas within San Francisco on the SFMTA’s Muni Metro light rail, historic streetcar, and bus networks; BART service through the city’s south and central neighborhoods; and Caltrain’s rail service along the city’s eastern edge.

The CCTS is the first study in the region to bring together the relevant operating, planning, and funding partners to study this topic and identify challenges and solutions from a regional perspective, rather than leaving operators to work individually. The study's travel corridors are each served by multiple operators, so a joint study was necessary in order to produce comprehensive recommendations that reflect the needs and priorities of all of the operators. The study was funded by contributions from each participating agency as well as a federal Transportation Investment Generating Economic Recovery grant.

Findings.

The CCTS collected data from all operators to understand and quantify the current conditions of each of the corridors. In the Transbay corridor, the study found that peak hour travel demand across all modes is currently at 105% of planned capacity, and anticipated growth in demand could bring this number as high as 152% of capacity by 2040, even accounting for implementation of currently funded improvements. In the SF Metro corridor, the study found that peak hour travel demand in the Sunset and Richmond areas is at or near capacity today (109% and 98%, respectively) and will continue to be so in the future, reaching as high as 126% percent of planned capacity in the Sunset corridor and 113% of planned capacity in the Richmond in 2040. (Note, for the purposes of this study Geary Bus Rapid Transit was not considered as planned capacity, as the study wished to explore a full range of options in the Geary corridor.)

The study inventoried planned projects already approved and adopted by operating agencies but that are not yet fully funded (referred to as the prerequisite projects), and also developed and evaluated short (within five years), medium (within 15 years), and long-term (through 2040) investments that could help steadily upgrade the overall transportation system and keep pace with anticipated population growth for the next quarter century.

Recommendations.

The CCTS makes recommendations in the short-and medium-term for each corridor, and explores options for advancing longer term discussion around large regional projects such as a new Transbay crossing.

In both the Transbay and SF Metro corridors, the study recommendations call for fully funding those projects that are in currently adopted plans but not yet fully funded (the prerequisite projects). Building on the prerequisite projects, in the Transbay corridor the study recommends adding bus and ferry service, adding dedicated bus transitway and transit priority infrastructure to reduce travel times for bus passengers, and toll increases on the Bay Bridge to help manage queues and improve transit reliability. In the SF Metro corridor, the study recommends the expansion of Muni Forward improvements to upgrade Muni Metro operations on city streets and improve transit travel time and reliability while reducing delays, lengthening trains throughout the system, and fully implementing Bus Rapid Transit in the Geary corridor.

Cost estimates for fully funding the prerequisite and recommended projects in the Transbay corridor total \$4.8 billion, while the SF Metro improvements total \$1.2 billion. The timeframe for these investments covers the next 15 years.

In the longer term, the study conducts a preliminary exploration of possible alignments and modes for a new Transbay crossing, and recommends scoping and completion of a follow-up planning effort to further refine these options and develop recommendations for implementation.

FINANCIAL IMPACT

Agenda Item 11

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Enclosure – Core Capacity Transit Study Final Report

Core Capacity Transit Study



San Francisco County Transportation
Authority

October 17, 2017

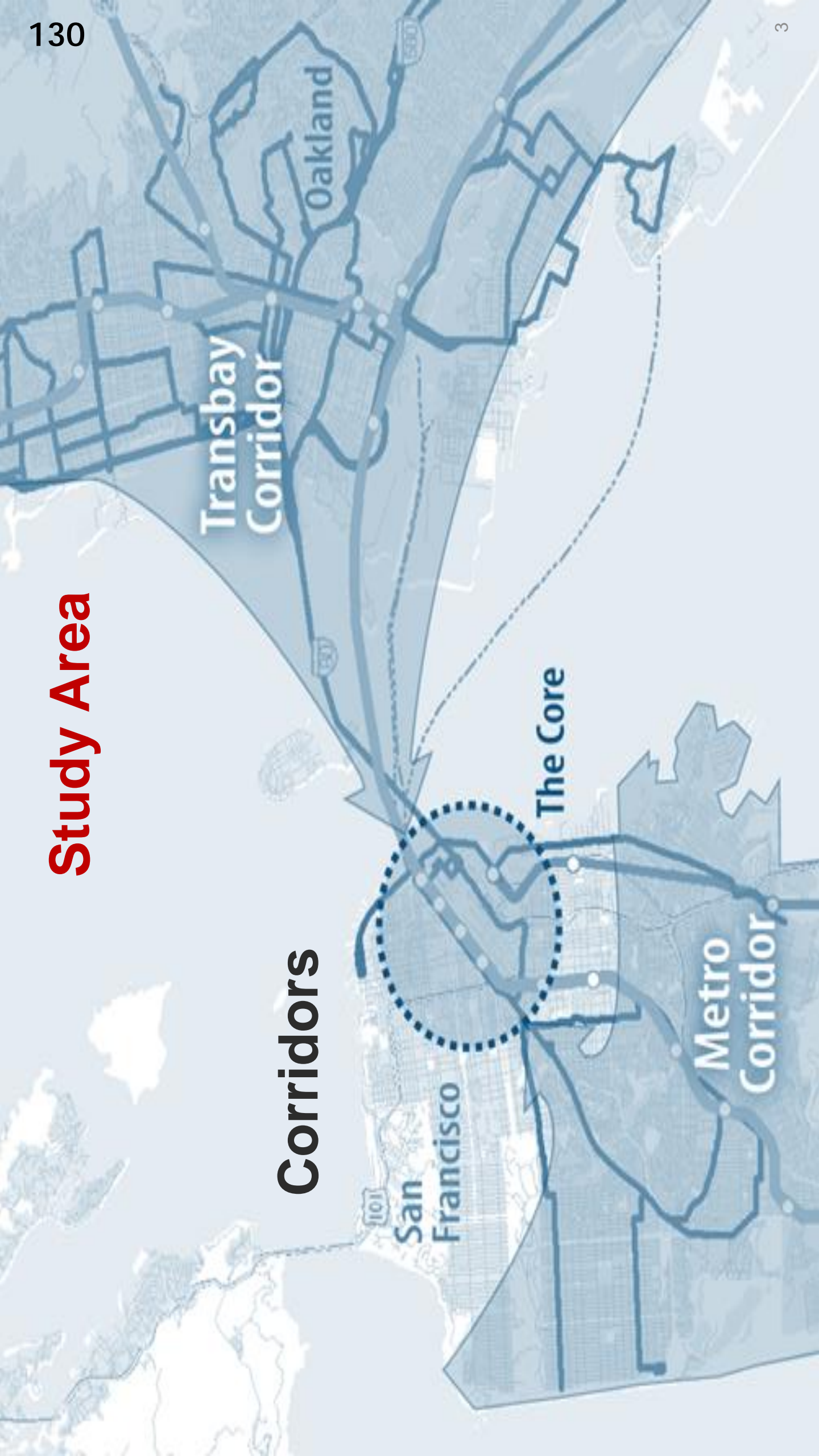
Study Purpose

- Multi-agency effort focused on increasing transit capacity to the San Francisco Core
- Study investigates *short, medium, and long term* transit solutions that:
 - Increase transit capacity to meet expected demand
 - Improve transit reliability
 - Manage demand
- Tests multiple packages to understand tradeoffs between infrastructure investments and policy changes
- Identifies project synergies between short, medium and long term projects



Study Area

Corridors

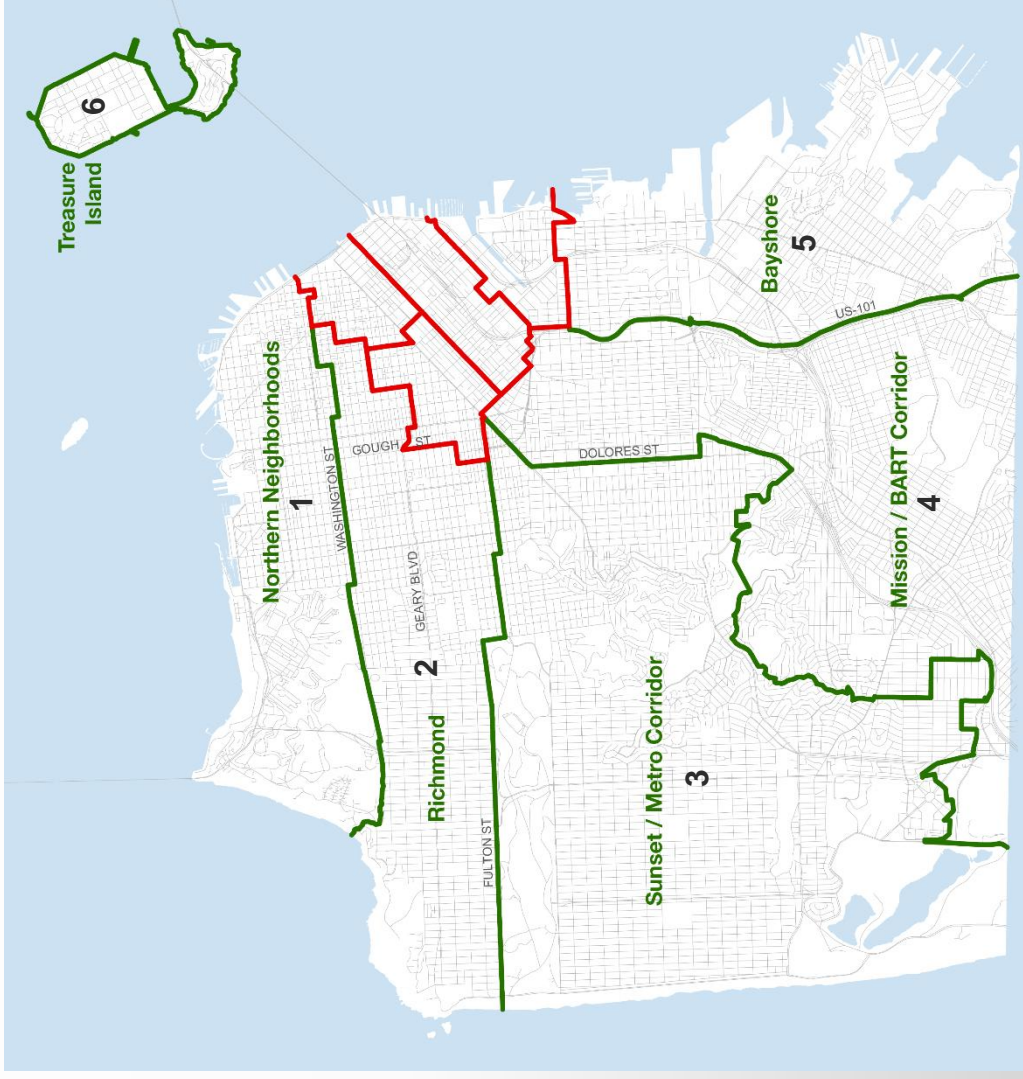


SF Metro

Short and Medium Term Evaluation

SF Metro Corridor Future Growth

- Capacity/demand assessed in 6 sub-areas
- Richmond & Sunset corridors show projected demand above planned capacity
- Other corridors show future planned capacity above projected demand



Transportation Trends: Most Constrained SF Sub-Areas



Sunset

Richmond

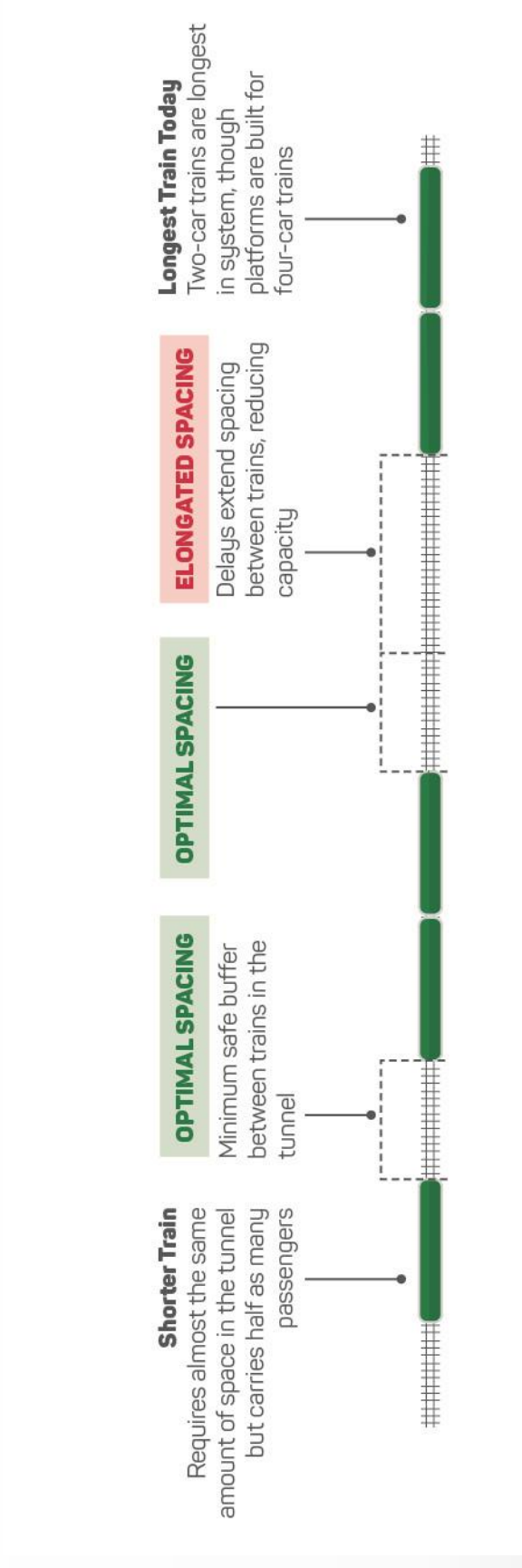
SF Metro: Prerequisite Projects

Tier 1: Fully funded

Tier 2: Not Fully Funded

Tier	Timeframe	Sponsor	Project
1	Short Term	SFMTA	Central Subway
1	Short Term	SFMTA	Candlestick and Hunters Point Express Bus Service
1	Short Term	SFMTA	SFMTA Muni Forward
1	Short Term	SFMTA	SFMTA Van Ness Avenue Bus Rapid Transit
1	Short Term	SFMTA	SFMTA SFgo
1	Short Term	SFMTA	SFMTA T-Third Mission Bay Loop
1	Short Term	SFMTA	SFMTA 16th Street Corridor Transit Priority
2	Short Term	BART	BART Hayward Maintenance Complex, Phase 1
2	Short Term	SFMTA	SF Better Market Street
2	Short Term	SFMTA	SFMTA Fleet Expansion (light rail and bus)
2	Short Term	SFMTA	SFMTA Muni Forward Phase 2
2	Medium Term	BART	BART Additional Railcars – Core Capacity
2	Medium Term	BART	BART Metro Program
2	Medium Term	BART	BART Traction Power System
2	Medium Term	BART	BART Train Control System
2	Medium Term	BART	Hayward Maintenance Complex Phase 2
2	Medium Term	Caltrain	Caltrain Electrification
2	Medium Term	Caltrain	Caltrain CalMod 2.0
2	Medium Term	Caltrain	Caltrain Operations Improvements – North Terminal
2	Medium Term	SFMTA	SFMTA Transit Facilities Improvements
2	Medium Term	TJPA	Downtown Extension

Sunset Corridor: Key Challenge



Key causes (among others):

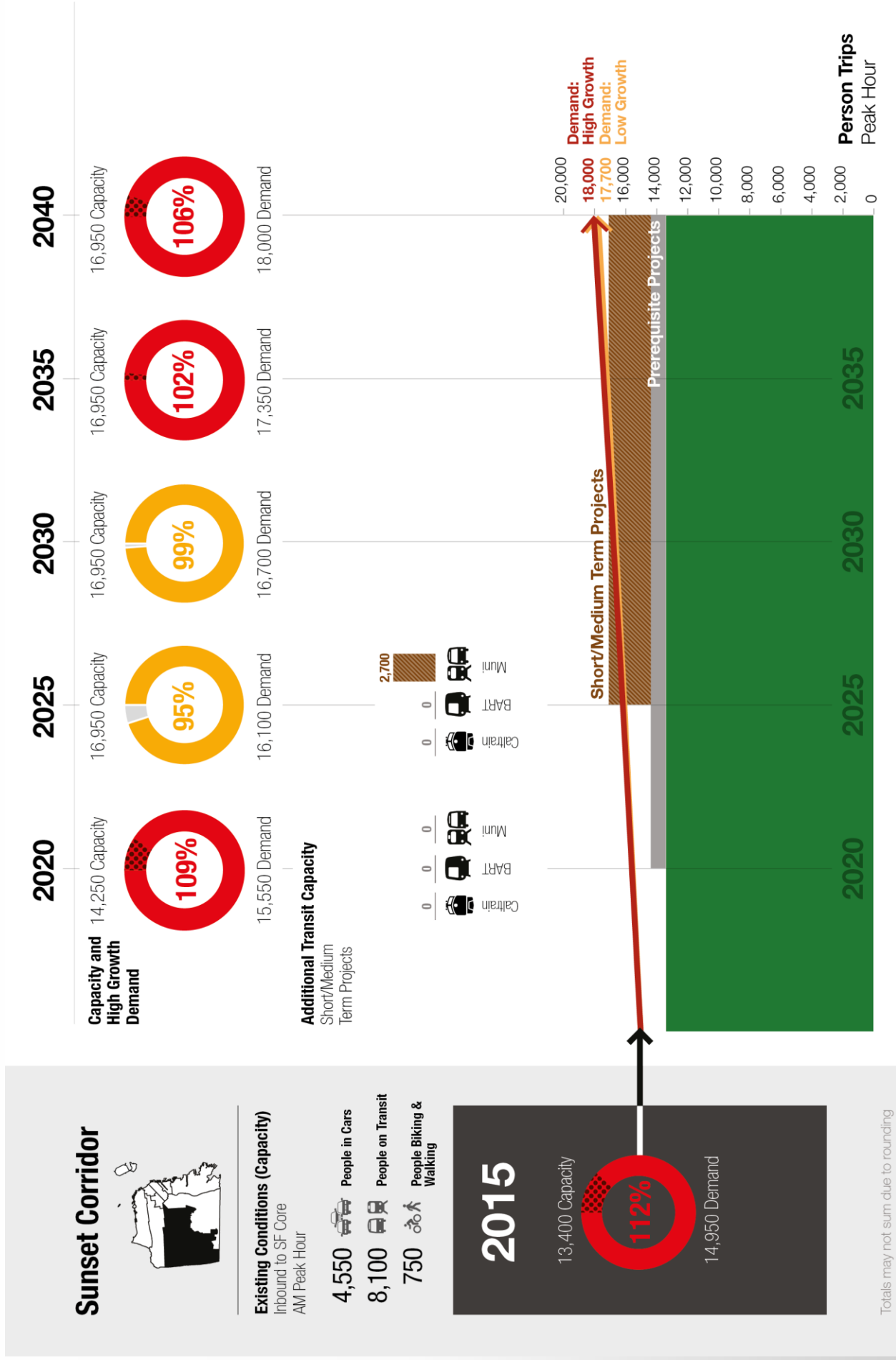
- Delays from traffic on surface streets
- Complicated operations where lines merge

Recommended Package: Capital & Operating Costs

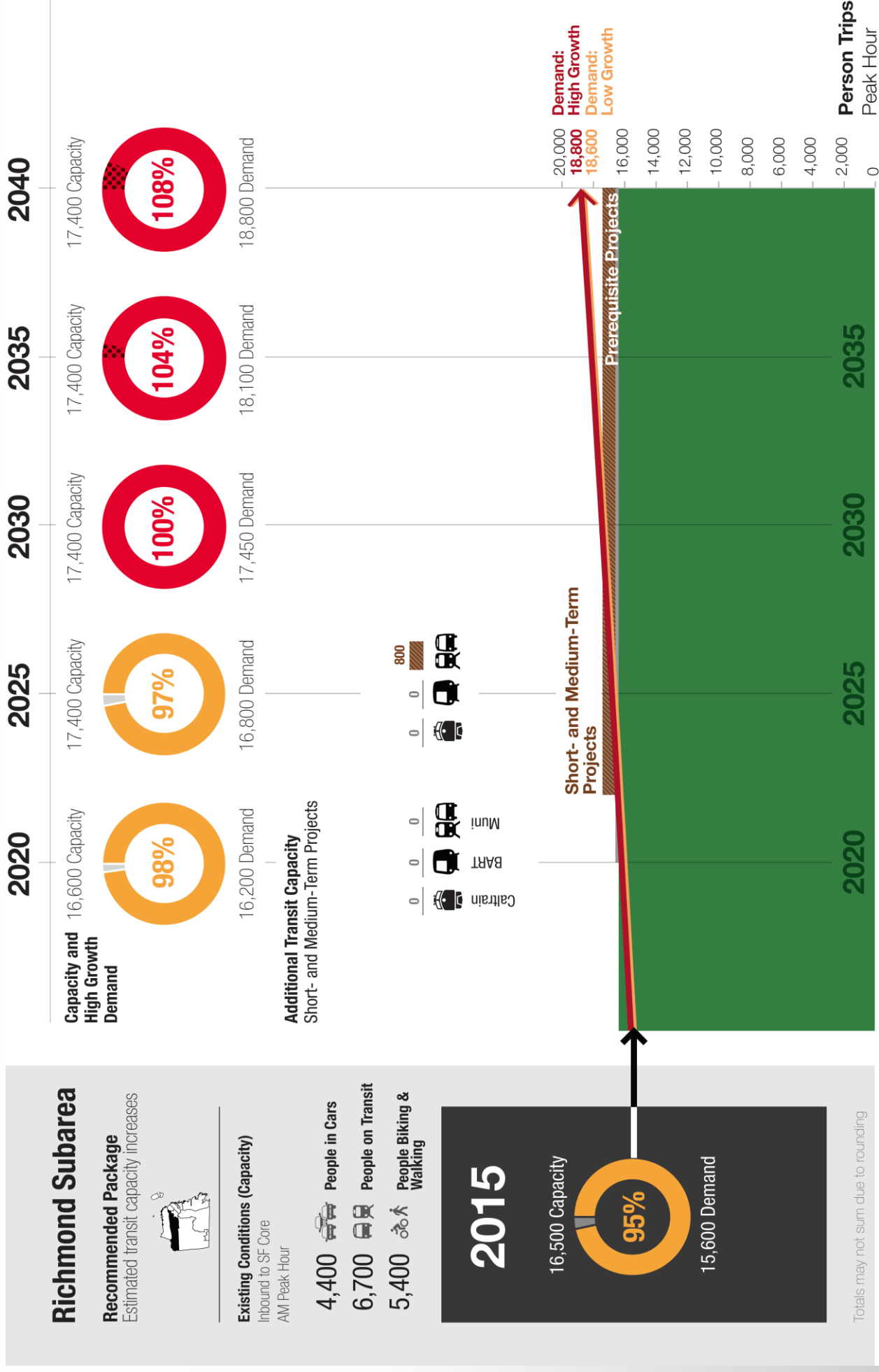
Prerequisite & Recommended Capital Projects		Estimated Cost
1	SFMTA – Fleet and Yard	\$787m
2	Surface Light Rail Safety & Capacity Project	\$100m
3	Surface Improvements – Station, Roadway & Transit Priority Traffic Control	\$51m
4	Geary Corridor Bus Rapid Transit (BRT)	\$300m
Total Recommended Capital Package		\$1.2bn

Operating Costs		Estimated Cost
1	SFMTA : Light rail	\$19m/yr
2	SFMTA: Geary Corridor BRT	\$12.5m/yr
Total Annual Operating Costs		\$31.5m/yr

SF Metro Capacity and Demand w/ Recommended Package



SF Metro Capacity and Demand w/ Recommended Package



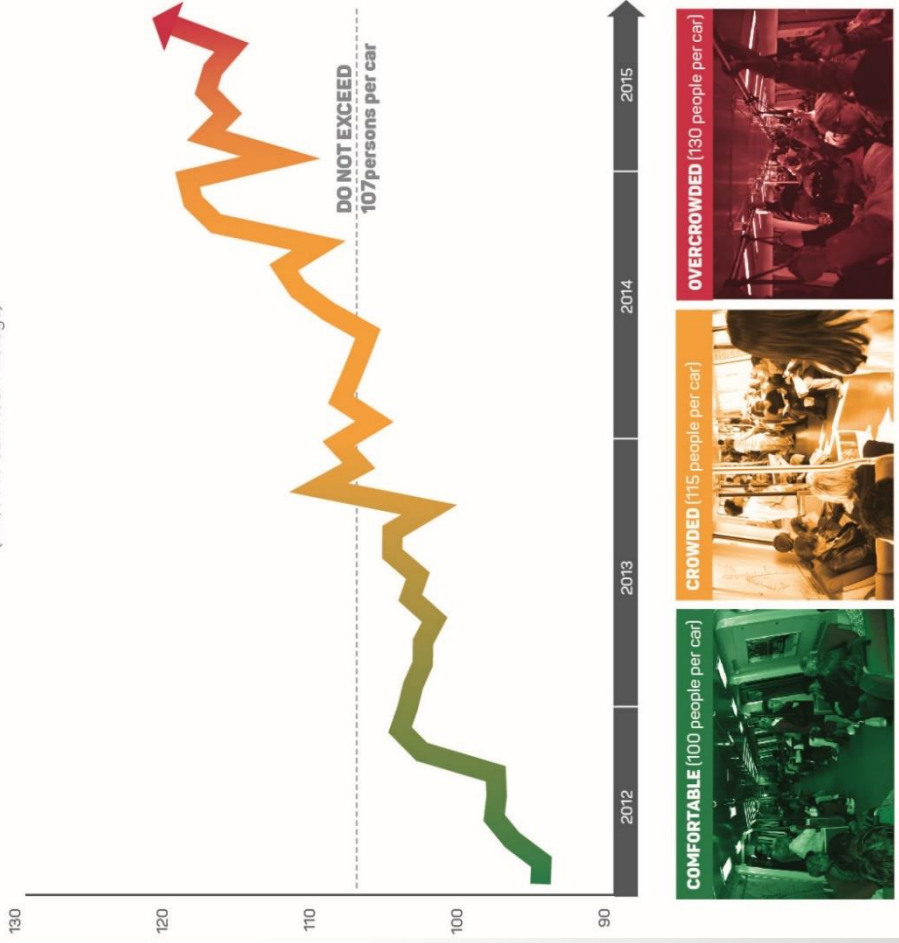
Totals may not sum due to rounding

Transbay Corridor

Short and Medium Term Evaluation

Transbay Corridor- Challenges and Constraints

Transbay Peak Hour Passengers per Car
(AM/PM Peak Hour Average)



Transbay: Prerequisite Projects

Tier 1: Fully funded Tier 2: Not Fully Funded

Tier	Timeframe	Sponsor	Project
1	Short Term	AC Transit	AC Transit Richmond Facility Reopening
1	Short Term	BART	BART Additional Cars – Fleet Transition
1	Short Term	WETA	WETA Maintenance Facilities Alameda, Vallejo
1	Short Term	WETA	WETA Richmond-SF Ferry Service
1	Short Term	WETA	WETA SF Ferry Terminal Expansion
1	Short Term	WETA	WETA SF Fleet Replacement & Expansion
1	Short Term	Caltrans	I-80 Integrated Corridor Mobility
1	Short Term	TJPA	Transbay Terminal (Phase 1)
1	Short Term	TJPA	AC Transit Bus Ramp to Transbay terminal
1	Short Term	MTC	Bay Bridge Forward
2	Short Term	AC Transit	AC Transit Fleet Expansion (40 buses)
2	Short Term	AC Transit	AC Transit West County Bus Facility (new)
2	Short Term	BART	BART Hayward Maintenance Complex, Phase 1
2	Medium Term	BART	BART Additional Railcars – Core Capacity
2	Medium Term	BART	BART Metro Program
2	Medium Term	BART	BART Traction Power System
2	Medium Term	BART	BART Train Control System
2	Medium Term	BART	BART Hayward Maintenance Complex, Phase 2

Transbay Corridor Capacity/Demand (including Prerequisite Projects)

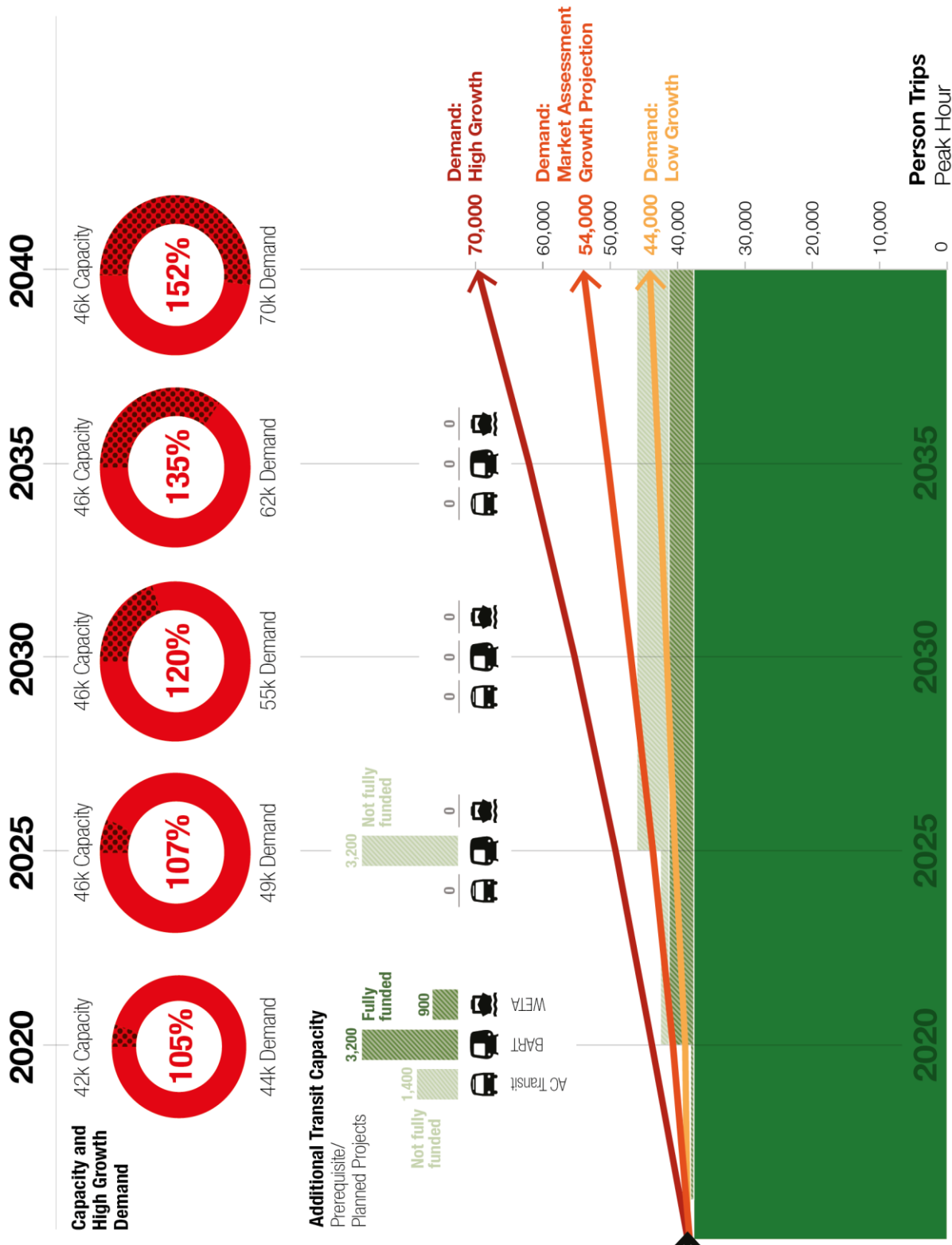
Transbay Corridor

Existing Conditions
Westbound to SF Core
AM Peak Hour

10,000 **People in Cars**

29,000 **Transit Trips**

- 2,700 AC Transit & WestCAT bus
- 25,000 BART
- 1,300 WETA ferry



Recommended Package: Capital Costs

Unfunded Prerequisite Projects + Short and Medium Term Improvements		Unfunded Portion
AC Transit		
1	Fleet – 110 Buses	\$90M
2	West County Bus Facility	\$100M
3	Infrastructure - Park and Ride, Bus Transitway, Surface Street Transit Priority, Bus Tunnel	\$240M
4	Ferry feeder service	\$15M
Subtotal AC Transit		\$445M
WETA		
1	Fleet – 11 Boats	\$206M
2	Terminals - Alameda Main Street, Harbor Bay, Oakland (all enhanced) - Berkeley, Downtown North Basin, Mission Bay, Seaplane Lagoon (new)	\$168M
Subtotal WETA		\$374M

Recommended Package: Capital Costs

Unfunded Prerequisite Projects + Short and Medium Term Improvements		Unfunded Portion
BART		
1	Transbay Core Capacity Project (fleet, train control, traction power, HMC Ph2)	\$3.5B
2	BART Metro	\$362M
3	Other supportive projects - Montgomery & Embarcadero platform screen doors, vertical circulation - Glen Park pocket track	\$180M
Subtotal BART		\$4B
Subtotal AC Transit		\$445M
Subtotal WETA		\$324M
Subtotal BART		\$4B
Total All Projects		\$4.8B

Transbay Capacity and Demand: Short and Mid-Term Improvements

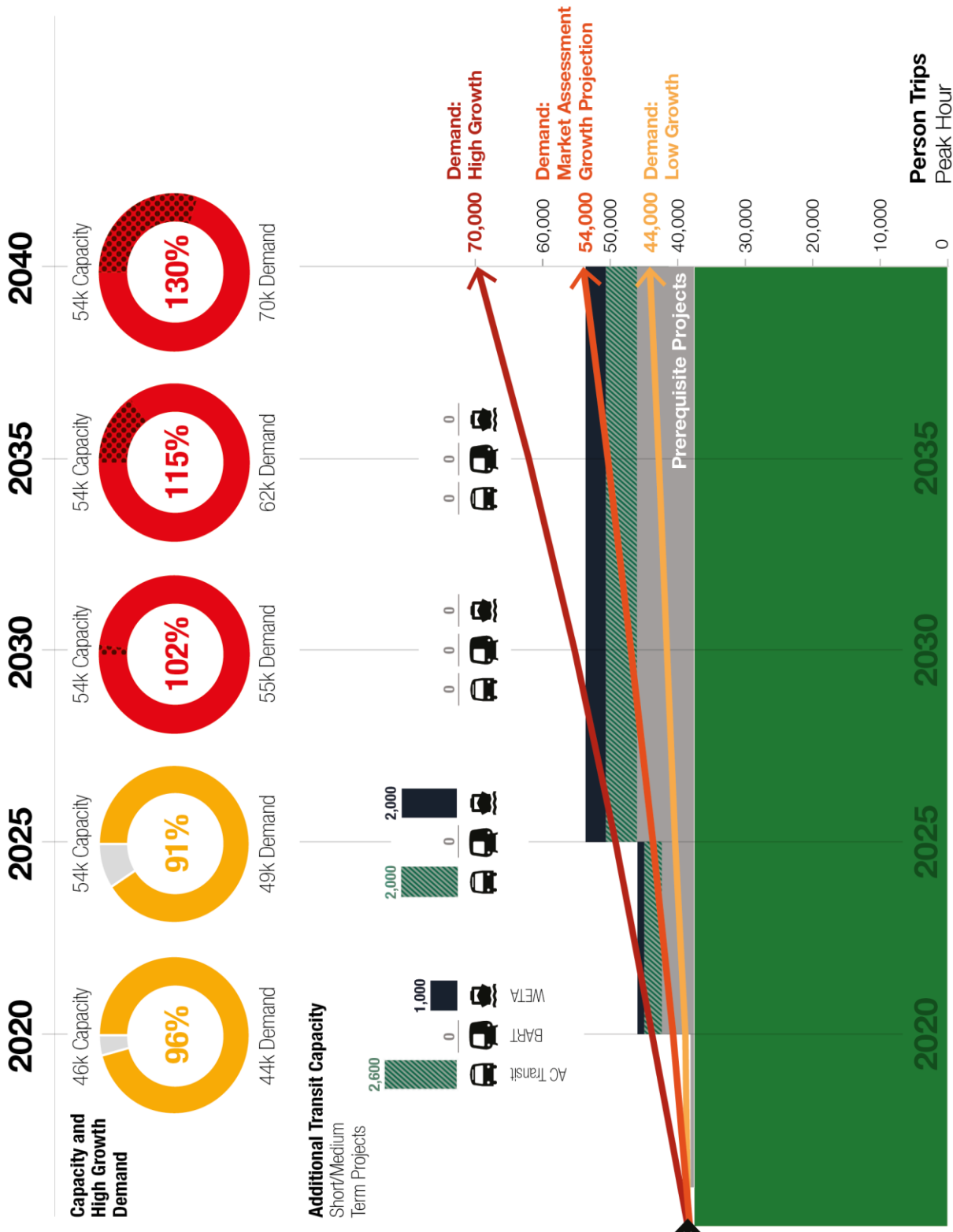
Transbay Corridor

Short and Medium Packages
Estimated transit capacity increases

10,000 **People in Cars**

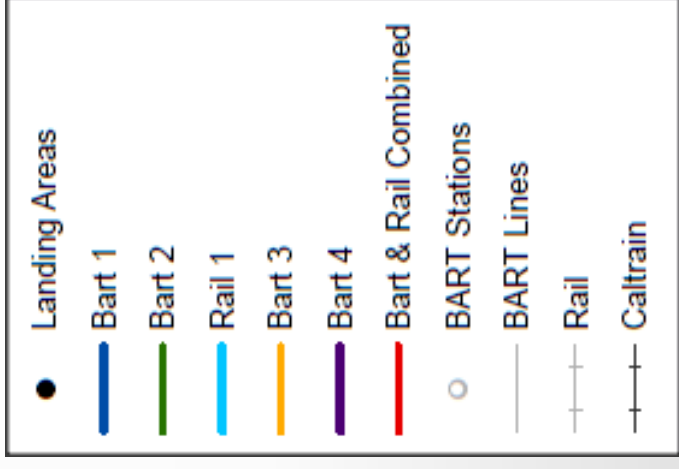
29,000 **Transit Trips**

2,700 AC Transit & WestCAT bus
25,000 BART
1,300 WETA ferry

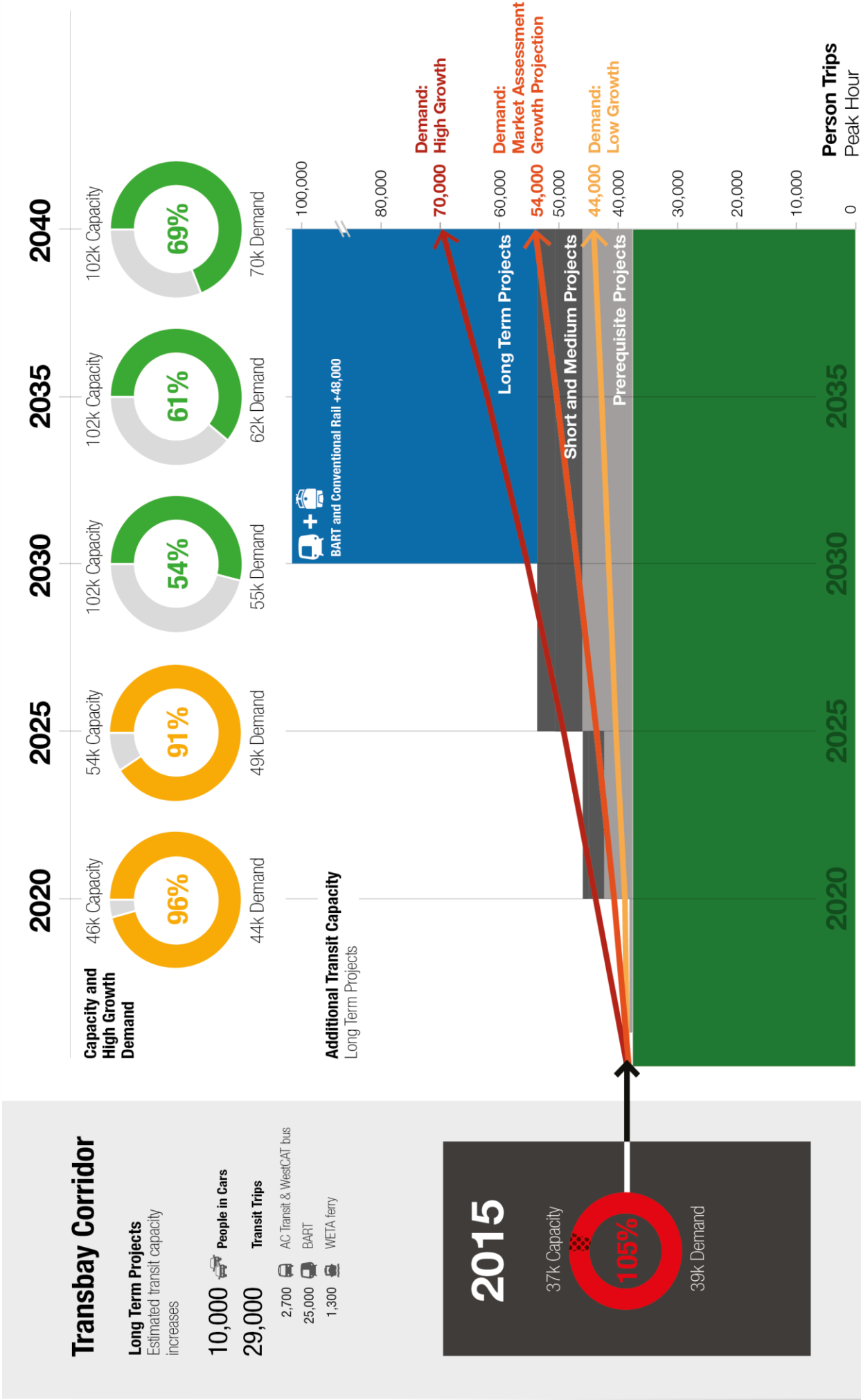


Long Term

Long-Term: Alignments Used for Comparison



Transbay Capacity and Demand: BART + Conventional Rail



Next Steps

- Final report canis online at www.mtc.ca.gov
- Second crossing continuation study
 - Includes BART and conventional rail option for analysis
 - Need to Identify study leaders
 - Identify program management role and who does it
 - BART will lead BART portion
 - Responsible entity to lead conventional rail portion needs to be identified/created
- Key scoping questions
 - Geographic scale: corridor, regional, mega-regional?
 - Institutional governance and other policy considerations
- A scoping effort is needed ASAP to develop a second crossing continuation study framework.

Questions?