



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

Date: Tuesday, December 5, 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: Alberto Quintanilla

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4. [Final Approval] Allocate \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions – ACTION*	21
Projects: (SFMTA) Upgrade Life and Fire Safety Systems (\$1,837,137); Valencia Street Bikeway Implementation Plan [NTIP Planning] (\$145,000); Youth Bicycle Safety Education Classes (\$117,243); Bike to Work Day 2018 (\$38,475); (SFPW) Curb Ramps (\$804,084)	
5. [Final Approval] Award Three-Year Professional Services Contracts, with an Option to extend for Two Additional One-Year Periods, to WSP USA and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services – ACTION*	31
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Board Meeting Agenda

Projects: (SFMTA) Manual Trolley Switch System Replacement Phase I (\$602,500); Gough Corridor Signal Upgrade (\$2,900,000); Bicycle Facility Maintenance (\$150,000); (SFCTA) Freeway Corridor Management Study Pre-Environmental (\$200,000)

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| 9. | Approve Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approve a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions – ACTION* | 65 |
| 10. | Approve the 2017 San Francisco Congestion Management Program – ACTION* | 91 |
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| 12. | Accept the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION* | 119 |
| 13. | Progress Report for Van Ness Bus Rapid Transit – INFORMATION* | 123 |

Items from the Personnel Committee

- | | | |
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| 14. | [Final Approval] [POTENTIAL CLOSED SESSION] Evaluation of Public Employee Performance and Approve the Executive Director’s Performance Objectives for 2018 – ACTION* | 139 |
| | The Transportation Authority may hold a closed session under California Government Code 54957 concerning the evaluation of the performance of the Executive Director. | |
| | OPEN SESSION: After the closed session, the Chair shall report the vote taken on motion(s) made in the closed session, if any. | |
| 15. | [Final Approval] Set Annual Compensation for the Executive Director for 2018 – ACTION* | 153 |

Other Items

- | | | |
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| 16. | 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. | |
| 17. | Public Comment | |
| 18. | 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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Board Meeting Agenda

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, November 29, 2017

1. Committee Meeting Call to Order

Vice Chair Sachs called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Shannon Wells-Mongiovi and Bradley Wiedmaier (7)

CAC Members Absent: Hala Hijazi (entered during Item 10) Peter Tannen, and Chris Waddling and (3)

Transportation Authority staff members present were Tilly Chang, Amber Crabbe, Drew Cooper, Cynthia Fong, Andrew Heidel, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Oscar Quintanilla, Steve Rehn, Bhargava Sana, Steve Stamos, and Eric Young.

2. Chair’s Report – INFORMATION

Vice Chair Sachs reported that the Board would consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its December 5 meeting. He said the vacancies were a result of the term expiration of Becky Hogue (District 6 resident) who was seeking reappointment, and the resignation of Santiago Lerma (District 9 resident).

Vice Chair Sachs reported that earlier this month the San Francisco Municipal Transportation Agency (SFMTA) and the Department of Public Health (DPH) hosted the Vision Zero Bold Ideas Workshop. He said that the workshop was the result of feedback heard from the Vision Zero Coalition that the City lacked a longer-term plan, beyond the Two-Year Action Strategy and that next steps included staff sharing information on the workshop and gathering input on key strategies at community meetings.

Vice Chair Sachs reported that Muni launched a new train. He stated that there would not be an early January CAC meeting, so items going to January Board will skip CAC. He said that the first CAC meeting in 2018 would be January 24, when elections would be held.

There was no public comment.

3. Nominations for 2018 Citizens Advisory Committee Chair and Vice Chair – INFORMATION

John Larson nominated Chris Waddling for CAC Chair and then nominated himself. There were no further nominations for Chair.

Brian Larkin nominated Becky Hogue for Vice Chair. John Larson nominated Peter Sachs for Vice Chair. There were no further nominations for Vice Chair.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the October 25, 2017 Meeting – ACTION**
5. **Approve the 2018 Meeting Schedule for the Citizens Advisory Committee – ACTION**
6. **Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2017 – ACTION**
7. **Citizen Advisory Committee Appointment – INFORMATION**

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (7)

Absent: CAC Member Hijazi, Tannen, Waddling (3)

End of Consent Agenda

8. **Update on the San Francisco Freeway Corridor Management System Study – INFORMATION**

Andrew Heidel, Senior Transportation Planner, presented the item staff memorandum.

Bradley Wiedmaier commented that trade unions, Muni drivers, etc. were often not consulted when conducting this type of study. He urged staff to engage these stakeholders in outreach.

Shannon Wells-Mongiovi asked why San Francisco was last to consider adopting an HOV program. Mr. Heidel responded that it had been a difficult conversation in San Francisco to date. He said that other Bay Area counties had adopted HOV lanes by expanding their freeways or purchasing private property, options that were not available in San Francisco. He said more recently tools like express lanes had been successfully implemented and were among a suite of tools that would allow San Francisco to leverage its existing right of way to manage it more effectively.

Becky Hogue asked why the study was focused on the South Bay and not in the direction of the Bay Bridge. Mr. Heidel responded that the study was specifically designed to focus on the South Bay connection because no one had done such a study before. He said that the Core Capacity Transit Study, a topic as a prior CAC meeting, did focus on enhancing transit and carpool options on the Bay Bridge and increasing the number of carpool drivers. He said that the Transportation Authority was working with the Metropolitan Transportation Commission (MTC) and other regional partners to help address congestion on the Bay Bridge.

Peter Sachs asked why I-280 was not included in the study and what was being done to regulate the distribution of low-emission stickers that allow single occupant drivers to ride in HOV lanes. Mr. Heidel responded that I-280 was initially included in the study, but after an examination of existing conditions it was determined that incorporating I-280 would require significant construction. He said that the study would look at I-280 in future phases since the intent was to find a quick-to-implement, minimal construction option as a first phase. Mr. Heidel said that the issuance of clear air vehicle stickers was an on-going state-wide issue, noting that Sacramento had recently provided another extension of this program despite opposition due to its negative impacts on the effectiveness of some carpool lanes. Mr. Heidel commented that California state law

required toll operators to give a discounted, but not free toll to carpoolers. He said there was a regional conversation to see if a similar policy could be applied to vehicles with clean air stickers.

Acknowledging public comment the CAC had received previously, John Larson asked if there was a way to implement a pricing structure that disallowed private shuttle buses. Mr. Heidel replied that as long a vehicle met the express lane occupancy requirement to travel at no cost, it would not be legal to charge additional fees.

Bradley Wiedmaier asked if there was a consideration to structure the north and southbound lanes differently on I-280, including options to extend lanes towards Daly City. Mr. Heidel replied that when I-280 south of the US 101/I-280 interchange was reviewed during the existing conditions analysis, it was revealed that there was not much congestion heading towards Daly City. He said that the study did explore an asymmetrical routing, using US 101 going northbound to the Central Freeway, but found that this presented both geometric and capacity challenges.

During public comment, Patrick Maley stated that the study did not distinguish between public and private buses and that without distinguishing between forms of transportation that serve the public and forms that serve only specific employees and specific employers, the study could not address congestion or the study's goals. He said that the shuttle buses were sponsored by private companies and restricted to their employees and an HOV lane that gave preference to those buses would diminish and restrict choices rather than enhance them. He said that the study should include information on which commuters the express lane would benefit. He said that if the study did not distinguish between public and private, it could not reasonably say that it was moving more people in the same or fewer vehicles, and that it was a key problem with having only 2 or 3 people qualifying for an HOV lane in a large charter bus that seated 50 and that would be an enormous increase rather than decrease in emissions. He said that if the proposed express lanes were like carpool lanes that other drivers could also pay to use, that undermined rather than supported equity in nearby neighborhoods by setting up discriminatory pricing.

Jackie Sachs asked if the study was only being done during rush hours and if it was, the study should track traffic throughout the day. Phoebe Cutler gave an example of how well intended congestion management could backfire. She stated in mid-September the SFMTA had dedicated a loading zone in Noe Valley for corporate commuter buses, but the commuter bus traffic had worsened two months after the opening of the loading zone. She said restrictions on the number of heavy load shuttle busses should accompany any introduction of express lanes.

Tammy Powers commented that she would like to provide feedback on the study. Mr. Heidel provided his contact information to receive the feedback.

9. Adopt a Motion of Support for the Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request – ACTION

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

Bradley Wiedmaier asked if there were any safety issues that needed to be considered for the disconnect switches between being controlled manually or a central unit. Robert Mau, Project manager at the SFMTA, replied that the units were locked with a padlock that only SFMTA operators had keys too and in the future software and keycards will control the systems. He said that all units would be rerouted to a central control and operators had safety protocols that were communicated with central control.

Brian Larkin asked if the switches were low disconnect and hard wired. Mr. Mau replied that the

switches were both low disconnect and hard wired and the system was going to be a fiber optic system.

Vice Chair Sachs had a question about the bike facility maintenance and whether the SFMTA ought to be funding the project out of its operations budgets. Ms. LaForte replied that the project was considered a capital improvement and typically had a useful life of five years.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (7)

Absent: CAC Members Hijazi, Tannen, Waddling (3)

10. Adopt a Motion of Support for Approval of Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

John Larson commented that he was pleased to see the street resurfacing projects on the west side and said that these improvements would be much appreciated as the streets are in poor condition. He also said the was glad to see that the Prop K funds were being leveraged with the state funds.

Myla Ablog asked if the CAC would receive a presentation on the Park Merced, Twin Peaks, Glen Park projects. Mr. Quintanilla replied that the project would return to the CAC as a Prop K allocation request around the middle of next year.

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, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

11. Adopt a Motion of Support for Approval of the 2017 San Francisco Congestion Management Program – ACTION

Bhargava Sana, Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked what the reference to “Align: California Environmental Quality Act (CEQA) Reform” in the memo was and Drew Cooper, Senior Transportation Planner, stated that Senate Bill (SB) 743 stated that lead agency needed to adopt Vehicles Mile Traveled (VMT) as a threshold of significance for CEQA instead of automobile level of service, a change the Transportation Authority and the City supported. Mr. Cooper continued to explain that “align” referred to Planning Department-led effort to have the City adopt the VMT CEQA threshold to bring it in alignment with SB 743. Brian Larkin asked for clarification on the “Invest” and “Shift” references in the same section. Mr. Cooper replied that “Invest” referred to a fee that was placed on development to help offset impacts on the transportation system of growth created by their

project and “Shift” required transportation demand management plans for new development to encourage travel by modes other than single occupant automobiles.

Myla Ablog asked how auto speeds were measured. Mr. Sana replied that in the past, floating car runs were used to get a sense of speeds during morning and afternoon peaks, but now speed data was being obtained from a big data product based on GPS and cellular phone sources, providing a much richer, 24/7 data set. MTC has contracted a big data vendor, INRIX, to make this dataset available to all the Congestion Management Agencies (CMAs) in the region.

Shannon Wells-Mongiovi asked how the Transportation Authority was going to you make it clear that parts of the plan were a success when congestion had not improved. Mr. Sana replied that it was important to emphasize the context in which these trends were occurring, namely the significant population and job growth experienced over the last several years and how it can be expected to make congestion on the roads worse. He said that this is observed in the trend of decreasing average auto speeds and that transit speeds holding steady under these circumstances is being perceived as a win for all the transit priority investments that the city has been making. Ms. Wells-Mongiovi observed that this message was a hard sell to the public based on the data and that a focus should be made on funding transit.

Vice Chair Sachs asked if it was possible to split out transit data to plot routes that had improved to show the public that improvements were being made to congestion. Mr. Sana said that an analysis could be done showing before and after performance of segments that had improved, and future cycles of the CMP could seek to identify the reasons for the changes (e.g. link to transit investments). He also said that currently, data from all transit routes that are overlapping a particular segment are used to calculate average transit speed for that segment for CMP purposes.

Bradley Wiedmaier commented that the introduction of TNC vehicles has increased congestion in the city and the city could be analyzed by the high, medium, and low areas that were affected by TNC traffic. He said that the issue was visible in Districts 3 and 6 during prime transit times. Mr. Sana commented that the Transportation Authority recognizes the need for understanding the impact of TNCs and had recently completed a study called “TNCs Today” that for the first time provided estimates of volumes of TNC trips occurring in San Francisco. A web-based data exploration tool was also created that shows the estimated number pick-ups and drop-offs occurring in different parts of the city. Mr. Sana stated that in addition to the recently completed study, the Transportation Authority had also started follow-up research projects that are specifically trying to understand how TNCs affect are affecting road traffic congestion, transit ridership, and transit operations, and the first of these studies should be done in early 2018.

Mr. Wiedmaier noted that the current Subway Vision did not address the needs of the current or future projected congested areas. He said that the city did not have an existing Subway Vision that was actively being used and could be modified as needed. He continued to say that the implementation of a Subway Vision would be a key way to deal with congestion in a densely built out, seven- by-seven-mile city like San Francisco.

Ms. Wells-Mongiovi commented that the auto speed going down were a result of the rise of TNCs in the city.

Mr. Larkin commented that the CAC hears about studies often, but rarely see any plans. He suggested that the use of subways be integrated into the CMP to keep the issue visible.

Maria Lombardo, Chief Deputy Director, commented that under the overall ConnectSF framework, the SFMTA and the Transportation Authority were working on scoping a transit study that builds on the Subway Vision and will identify the next generation of transit expansion projects, and a freeway study to develop a comprehensive vision for their management. She said staff

could present draft scopes to the CAC for input, likely early in 2018.

Ms. Wells-Mongiovi requested more planning on the west of the city and mentioned that people on the west side of the city did not take transit because they did not have options. She recommended accelerated planning for subway extensions into the west of the city and accelerated planning to reduce transit capacity overrides. She asked if the CAC could add a statement to this effect to the staff recommendation and Ms. Lombardo replied that it could.

There was no public comment.

John Larson moved to amend the item to add a statement urging that the Transportation Authority and other city agencies accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city, seconded by Shannon Wells-Mongiovi.

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

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

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

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Tannen and Waddling (2)

12. Adopt a Motion of Support for Approval of the 2018 State and Federal Legislative Program – ACTION

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

During public comment, Tammy Powers, bike shop owner on Treasure Island, stated that she had a plan of driverless shuttles to bring bikes and personal wheels from Emeryville to San Francisco to match demand, noting that a bridge was an ideal place to use autonomous vehicles.

Becky Hogue moved to approve the item, seconded by Hala Hijazi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Wells-Mongiovi and Wiedmaier (8)

Absent: CAC Members Wells-Tannen and Waddling (2)

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

Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, presented the item staff memorandum.

Peter Sachs commented that community office hours were not conducive for people who had regular working hours. Mr. Gabancho stated that informal meetings had been held called “meet the expert” about once a month were held later in the evenings and offered another opportunity for people to ask questions of the project team.

John Larson forwarded a complaint that the interns staffing the community office were not knowledgeable about the Van Ness BRT. Mr. Gabancho stated that he would look into the complaint.

Brian Larkin asked what was the cause of the nine-month delay. Mr. Gabancho said that high levels of rain from the past year and issues with the water and sewer line sub-contractor led to the delay. Brian Larkin asked if the city approval process was delaying any of the proposed recovery measures. Mr. Gabancho said that the city approval process was not causing delays at this point.

There was no public comment.

Other Items

14. Introduction of New Business – INFORMATION

Myla Ablog requested an update on delays and cost increases associated with the TransBay Transit Center.

Peters Sachs requested an update from the SFMTA on the L-Taraval interim improvements, the implementation of which was meant to inform the permanent improvements.

Bradley Wiedmaier requested an update on what the Mayor was proposing for TNC zones in the city.

John Larson requested an update on the M-Ocean View project and said given how often it comes up, it would be helpful to get a summary of what constitutes an environmental review, and where do projects get hung up or delayed.

15. Public Comment

During public comment, Jackie Sachs requested an update on the other 9 to 5. She also referred to an article in the San Francisco Examiner that discussed a pilot program supported by Mayor Ed Lee to create curb spaces for Uber and Lyft drivers to pick up and drop off passengers

16. Adjournment

The meeting was adjourned at 7:57 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, November 14, 2017

1. Roll Call

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

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

Absent at Roll Call: Commissioners Farrell (entered during Item 2), Breed (entered during item 8) and Safai (entered during item 8) (3)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Citizens Advisory Committee Member, reported that on Item 8, the Prop K grouped allocations, the CAC recommended approval of the allocation funds as presented. He said that the CAC supported the Valencia Street Bikeway Implementation Plan, which generated substantial discussion and public comment. He mentioned that the Valencia Street bike lanes were last striped in 1999 and that in the ensuing years the street had become a major bike commuter route in the city. He said that development along the corridor had resulted in conflicts and hazards, with Transportation Network Companies (TNCs) and food delivery trucks doubling parking in bike lanes. Mr. Larson said that there was not unanimity among the CAC on the Bike to Work Day request, but that the item was ultimately approved. He reported that on item 10, presentation on the SFMTA's 2017 Facilities Framework, the CAC asked if any of the facilities were historically significant, to which the SFMTA replied that none of the facilities had historic qualities. He said it was also noted that the facilities owned by the city seemed to cluster on the eastern side of the city, which caused concern over whether the geographic distribution of the facilities would hinder efficient growth and development of the city's transportation network. He said that the CAC also heard presentations on the Core Capacity Transit Study and Transportation Climate Sector Action Strategy and that discussion focused on whether the impact of carbon emissions from TNCs and how the single-occupancy rides they provided would be factored into the study. He said that there was interest in resiliency efforts aimed at transportation networks affected by sea level rise and climate change and noted that the CAC requested that representatives from Uber, Lyft, and other TNCs present at a future meeting and share what guidelines were offered to drivers when picking up and dropping off customers.

There was no public comment.

3. Chair's Report – INFORMATION

Chair Peskin commented that in October he had the pleasure of welcoming the Self-Help Counties Coalition (SHCC) to San Francisco for its 28th annual Focus on the Future Conference. He said that the SHCC was the association for the 24 self-help counties that had approved local

revenue measures to fund transportation improvements throughout the state. He said that the theme of this year's conference was "the power of partnerships", which was a fitting message given that it took contributions from all levels of government to plan, fund and deliver costly transportation infrastructure.

Chair Peskin stated that since the mid- 1980s California had proved itself as a leader in self-help and that local revenue sources made up over 75% of transportation revenues in the Bay Area. He said that the federal tax bill being developed contemplated removing funding for commuter benefits, rolling back incentives for alternative fuels, and cutting funds for affordable housing, and that the Transportation Authority needed to continue to be a leader in self-help in the city and the Bay Area. He said that meant preserving and protecting Senate Bill (SB) 1 funds by putting them to work and noted that the city was slated to receive \$60 million per year for pothole repair, active transportation and maintaining transit facilities. He said that there were also funds for transit expansion and congestion relief. Chair Peskin said that the Transportation Authority needed to rebuke those calling for repeal of the funding package, which comprised a mix of reasonable and overdue gas and diesel taxes and vehicle registration fees. He said the Transportation Authority also had the opportunity to support placing SB 595, the regional bridge toll measure, on the ballot in 2018. He said that in December, the Metropolitan Transportation Commission (MTC) would meet to discuss placing the tolling measure, and in turn [if MTC acting in its capacity as the Bay Area Toll Authority decides to move forward with the measure] Bay Area counties would need to act to place the measure on the June 2018 ballot. He said that while SB1 largely addressed maintenance needs, SB 595 would help tackle traffic congestion and transit expansion.

Chair Peskin said that at the local level, the Transportation Authority would continue to work on a potential 2018 revenue measure through the Transportation Task Force to boost transportation funding and provide local match for state and regional funds. He said that as part of that work, he would ask staff to initiate a public opinion survey to gauge public sentiment about various potential funding sources and inform the Task Force's deliberations and recommendations toward the end of the year. He said that as part of the effort, the Board would be engaging its independent oversight consultant to look at the Transportation Authority's budget, administration of Prop K funds, and payment systems, all of which had recently received a clean audit, but could benefit from occasional review and fine-tuning. He noted that the Transportation Authority's debt program was active with the recent bond sale, which was just in time for the roll out of the new Muni light rail vehicles later in the week. He said that he would be away due to travel but congratulated the San Francisco Municipal Transportation Authority (SFMTA) on the milestone, and thanked the Transportation Authority for the successful financing to support delivery of those critical new vehicles.

There was no public comment.

4. Executive Director's Report – INFORMATION

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

There was no public comment.

Consent Agenda

5. Approve the Minutes of the October 24, 2017 Meeting – ACTION

6. [Final Approval] Approve the San Francisco Transportation Demand Management Plan – ACTION

7. Internal Accounting and Investment Report for the Three Months Ending September 30, 2017 – INFORMATION

There was no public comment on the Consent Agenda.

Commissioner Sheehy moved to approve the Consent Agenda, seconded by Commissioner Kim.

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

Ayes: Commissioners Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Farrell, Safai (3)

End of Consent Agenda

8. Allocate \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions – ACTION

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

Commissioner Ronen thanked Commissioner Sheehy for using his Neighborhood Transportation Improvement Program (NTIP) funds for the Valencia Street Bikeway Implementation Plan, but felt that more could be done. She said that the SFMTA had envisioned South Van Ness Avenue to be the main corridor for cars, Market Street the main corridor for public transit, and Valencia Street the main corridor for bikes, but because of the proliferation of TNCs and Valencia Street's bar and restaurant culture, it had become one of the most dangerous areas for bike riders in the city. She said that protected bike lanes were necessary to ensure the SFMTA's vision of making Valencia Street a true safe bike riding corridor. She said that she sent a letter last week to the directors of Uber and Lyft, stating that they were the only individuals with the ability to urgently fix the situation by geofencing and instructing their drivers to stop double parking on Valencia Street. She said that drivers could instead pick up customers on the side streets of Valencia, which would not interrupt business that fed into the street. She said that she would be meeting with both companies going forward to put increased pressure and suggested that local bodies should be given the ability to mandate that companies like Uber and Lyft prioritize pedestrian and biker safety. She said that she was supportive and looking forward to the results of the Valencia Street Bikeway Implementation Plan.

Commissioner Cohen shared that earlier in the year the SFMTA had planned to remove parking spaces from District 10, but after meetings between District 10 residents and SFMTA staff a decision was made to reverse a ruling to remove bike lanes in favor of additional parking places. She said that she wanted the city to cultivate new cyclists, safe spaces for walkers, and create a better understanding of who bikes in San Francisco. She said that bike education was critical to inform the next generation and build a stronger connection, and asked if the list of schools that would be receiving bicycle safety education classes could be shared with the public.

Ms. LaForte replied that the list of schools that would be receiving the bicycle safety education classes in 2017/18 were Ida B. Wells, SF International, Wallenberg, and Washington High Schools and Alice Fong Yu, Willie Brown, Bessie Carmichael, Everett, and Marina Middle Schools, with elementary schools to be determined. Commissioner Cohen recommended that more work be done in the southeast sector of San Francisco and noted that only one of the schools listed was in District 10.

Commissioner Fewer thanked the SFMTA for its work on Cornwall Street, which she said

continued to be a dangerous intersection for pedestrians and drivers. She noted that there was an elementary school on Cornwall street and that the area had a high volume of pedestrian and car traffic during morning drop off hours. She also thanked the SFMTA for providing Prop K improvements in District 1.

During public comment Julia Raskin, Community Organizer with the San Francisco Bike Coalition, spoke in support of the Valencia Street Bikeway Implementation Plan. She said that the Valencia Street bike lanes were last striped in 1999. She said that San Francisco's population had grown and that more people were biking, particularly on Valencia Street which connected Market and Mission Streets. She said that she supported protected bike lanes on Valencia to improve safety, slow down vehicle traffic, and regulate TNCs and delivery vehicles. She said she looked forward to near-term improvements in the next year and to working with the SFMTA on a longer-term vision for the corridor.

Robert Geshlider spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he rode the Valencia Street corridor daily and the bike lanes had been a benefit to him. He said that the bike lanes had become dangerous the last couple years because of TNCs and were particularly dangerous when riding at night. He said that bicyclists were often forced to swerve onto oncoming traffic because of double parked vehicles in the bike lanes and suggested that the city cite vehicles who parked illegally.

Ana Rivero Rossi spoke in support of the Valencia Street Bikeway Implementation Plan and commented that she had been bike riding on Valencia Street since 2008 and had owned a small business on Valencia Street since 2014. She said that the bike lanes had become dangerous the last two years due to TNCs and delivery vehicles occupying the bike lanes. She said that the Valencia Street Bikeway Implementation Plan would protect bikers and encourage patrons of Valencia Street to bike instead of driving.

Sven Eberlein spoke in support of the Valencia Street Bikeway Implementation Plan and commented that Valencia Street was safer prior to bike lanes being striped in 1999. He said that the protected bike lanes on Cesar Chavez Street had been a success and that he would like to see similar protected bike lanes on Valencia Street.

Kyle Grochmal spoke in support of the Valencia Street Bikeway Implementation Plan and commented that the Valencia Street bike lanes were unusable due to lack of enforcement of illegally parked vehicles. He said that he was concerned that families who biked with children on Valencia Street would not have proper protections, but was looking forward to the implementation of protected bike lanes.

Roger Lake spoke in support of the Valencia Street Bikeway Implementation Plan and commented that a barrier was needed to protect Valencia Street bikers and without a barrier, vehicles would continue to block bike lanes.

Matt Brezina spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he organized a group to form "People Protected Bike Lanes" that blocked bike lanes from vehicles. He said the Valencia bike lane was constructed in 1999 and was used by more capable riders, but needed to be designed for bicyclists with varying degrees of experience.

Jiro Yamamoto spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he had been commuting in San Francisco for the past 33 years. He said that it was important for young children learning how to ride in the city to see adults riding in a relaxed manner. He urged the Board to pass the implementation plan.

Ivan Abeshaus, resident on 19th Street off Valencia Street, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that while the bike lanes helped transform Valencia Street and the neighborhood, they were now outdated. He said that the current bike lanes did not consider the impacts from TNC and food delivery vehicles. He said that the traffic in and out of bike lanes was a significant issue and he knew of several people who had stopped using the bike lanes as a result.

Josh Philippi, general manager of Mission Street Bicycle Company, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as a business owner who catered to bicyclists, he had heard numerous stories from riders who had dangerous encounters on Valencia Street.

Paul Valdez, resident of San Francisco for the past 26 years, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that he was a volunteer member of the San Francisco Bike Coalition. He said that he supported commuting by bike in the city because it was sustainable and healthy, but the increase of TNCs had caused his everyday bike rides to become less joyous. He said that as an organizer for “The Ride of Silence San Francisco”, an annual bike ride to honor cyclists who were killed while riding their bikes, he knew that lives could have been saved if protected bike lanes were set in place.

Jeremy Apthorp spoke in support of the Valencia Street Bikeway Implementation Plan and commented that cycling was the most equitable form of transportation and supported Commissioner Cohen’s stance that bicycle education was needed at San Francisco schools in District 10.

Kelsey Roedner spoke in support of the Valencia Street Bikeway Implementation Plan and commented that she biked from 22nd Street to Market Street every day. She said that Valencia Street no longer felt like a true walking and biking corridor and believed that an increase of cars blocking bike lanes were responsible. She said that riding on Valencia Street had left her feeling shaken, scared, and angry and enforcement of double parked cars would help solve the issue. She urged the Board to approve funding to install protected bike lanes on Valencia Street.

Christopher Digiamo spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as an experienced cyclist he was unaware of the dangers of Valencia Street until his partner began to cycle. He said that as a volunteer at the San Francisco Bike Kitchen, he had numerous conversations with cyclists who feared riding on Valencia Street and had chosen to avoid riding on the street.

Richard Gurling, volunteer with the San Francisco Bike Coalition, spoke in support of the Valencia Street Bikeway Implementation Plan and commented that as a bike commuter safety was a big concern and mentioned that he had been hit by a Muni bus 13 years ago. He said that vehicles and bicycles needed to have their own lanes and without them accidents would happen.

Nicolette Newman spoke in support of the Valencia Street Bikeway Implementation Plan and commented that preventative safety barriers for bicyclists was a better alternative than risking the lives of bike riders.

After public comment, Commissioner Ronen thanked the public for their comments and support for protective bike lanes. She said that she heard bicyclists were using the red bus lanes instead of the bike corridor and spoke to how dangerous Valencia Street had become. She said that she had asked the SFMTA to increase enforcement of double parked vehicles on Valencia Street and mentioned that she would be meeting again with the SFMTA. She said that she was fearful that

someone would get severely injured or killed if the protected bike lanes did not get installed expeditiously. She said that it was important to push TNCs to regulate how their drivers travel through San Francisco.

Commissioner Sheehy commented that he stood with the “People Protected Bike Lanes” and saw firsthand the dangers of Valencia Street and believed there were quick action steps that the SFMTA could take to improve bike lanes, and asked if there was a way to implement protected bike lanes in phases. Jamie Parks, Livable Streets Section Leader at the SFMTA, replied that the SFMTA had looked at near term options to improve safety and that part of the plan was to create a phased implementation structure for Valencia Street. He said that if all parties agreed on near term options that they could be implemented before the completion of the yearlong study. Commissioner Sheehy requested that the SFMTA follow up with his office to further discuss the topic.

Commissioner Kim thanked Commissioners Sheehy and Ronen for moving forward on safety improvements on Valencia Street and mentioned that she had previously looked at the South of Market and Tenderloin with the SFMTA and was thankful that a protected bike lane now existed on Folsom Street. She said that the protected bike lane from Division Street through 4th Street was making a difference after only one week of being installed. She said that she had assumed that Valencia Street was one of the safer bike routes, but after biking through the street she recognized the danger and had felt safer riding down the South of Market corridor. She thanked members of the public for commenting and supporting safer bike lanes on Valencia Street and said the installation of a protected bike lane on Folsom Street was an example of how quickly the SFMTA could deliver near term solutions.

Commissioner Breed asked if this was the first year of the Youth Bicycle Education Program. Ms. LaForte replied that it was not the first year and had been in effect for the last six years. Commissioner Breed asked for specification on the allocation of expenses and if bike equipment was purchased every time the program was funded. John Knox, Planning Program Manager at the SFMTA, replied that bike equipment was allocated every year of the classes and that there was a helmet allocation. He said that new helmets were purchased every year for health purposes, and that the helmets were given to the students to keep. He said that bikes were not purchased every year and that the bike allocation was for a new part of the program and would be property of the SFMTA to use in the future.

Commissioner Breed asked what outreach was conducted to students who attended schools with bike education classes. Mr. Knox replied that 100 percent of the students attending the bicycle education classes were from schools offering the program and that the classes were incorporated into the students’ physical education classes. Commissioner Breed asked what feedback the SFMTA had received from high school students who had received the classes. Mr. Knox replied that students had expressed a high appreciation from the students that were surveyed before the classes to assess comfortability and skill set. He said that the SFMTA produced an annual report that broke down the progress and feedback from each school that participated in the program and that he would distribute a copy of the program. Commissioner Breed asked if all the expenses listed for staffing were necessary to coordinate the classes. Mr. Knox replied that the program was organized with the YMCA and that YBike coordinated with the school districts and the physical education teachers over a three-year period. He said that because of the program, certain San Francisco Unified School District schools now offered the program without any Prop K funds.

Commissioner Breed asked why there was no line item for the transportation of the bikes, to

which Mr. Knox replied that there was a line item related to YBike's transportation of bikes from school to school. Commissioner Breed asked if the SFMTA had a breakdown of the sponsorship item for Bike to Work Day and asked to see a specific budget breakdown. Mr. Knox replied that the SFMTA was just one of many sponsors of Bike to Work Day and that the sponsorship item demonstrated their sponsorship amount and the staff time utilized. Commissioner Breed asked why the construction item was listed under sponsorship, to which Ms. LaForte replied that the construction item fit best with that phase of the Prop K funding. She added that there were materials in the enclosure that provided an overview of the classes that were provided each school last year.

Commissioner Ronen requested that the Transportation Authority and the SFMTA provide an update on the near-term progress on Valencia Street within the next three months. Ms. LaForte replied that an updated report would be available March 1, 2018.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

9. Award Three-Year Professional Services Contracts, with an Option to extend for Two Additional One-Year Periods, to WSP USA and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services – ACTION

Dan Tischler, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Farrell.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

10. Presentation on the San Francisco Municipal Transportation Agency's 2017 Facilities Framework – INFORMATION

Anna LaForte introduced the item and Jonathan Rewers, Design Strategy and Delivery Manager at the SFMTA, presented the item.

There was no public comment.

Chair Peskin asked about the status of the new facility in scenario one of the presentation. Mr. Rewers replied that the SFMTA was continuing to work on negotiations and scoping and said that over the summer the SFMTA had utilized a consultant to obtain performance criteria. He added that any agreement with a private developer on a new facility would need to meet the agency's core transit needs, and that the SFMTA would continue to monitor the real estate market and hoped to have an update by the end of the year.

Other Items

11. Introduction of New Items – INFORMATION

Chair Peskin voiced concerned over a proposal to stop the cable car line on California Street a half hour earlier at 11:30 p.m. because as the city became more cosmopolitan it did not make sense to shut down a transit line that was used by visitors and residents traveling in the east-west directions. He asked that the Board work with the SFMTA to figure out why the proposal was being raised.

12. Public Comment

During public comment, Andrew Yip spoke about political leadership and true morality in culture.

13. Adjournment

The meeting was adjourned at 11:34 a.m.

RESOLUTION ALLOCATING \$2,941,939 IN PROP K SALES TAX FUNDS FOR FIVE REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received five requests for a total of \$2,941,939 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Facilities–Muni, Bicycle Circulation/Safety and Curb Ramps; and

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

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Upgrade Life and Fire Safety Systems and Valencia Street Bikeway Implementation Plan [NTIP Planning] 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 \$2,941,939 in Prop K funds, with conditions, for five projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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



WHEREAS, At its October 25, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted motions of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Facilities–Muni and Bicycle Circulation/Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,941,939 in Prop K sales tax funds for five requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors

shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2017/18

Enclosure:

1. Prop K/AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	20M	SFMTA	Upgrade Life and Fire Safety Systems	\$ 1,837,137	\$ 3,900,000	90%	53%	Construction	3, 9, 10, 11
Prop K	39	SFMTA	Valencia Street Bikeway Implementation Plan [NTIP Planning]	\$ 145,000	\$ 145,000	28%	0%	Planning	8, 9
Prop K	39	SFMTA	Youth Bicycle Safety Education Classes	\$ 117,243	\$ 117,243	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Bike to Work Day 2018	\$ 38,475	\$ 38,475	28%	0%	Construction	Citywide
Prop K	41	SFPW	Curb Ramps	\$ 804,084	\$ 950,281	45%	15%	Construction	1, 9, 10
TOTAL					\$ 2,941,939	\$ 5,150,999	78%	43%	

Footnotes

- "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).
- Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works).
- "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%.
- "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	Project Description
20M	SFMTA	Upgrade Life and Fire Safety Systems	\$1,837,137	<p>Project will upgrade and/or replace fire alarm systems reaching the end of their useful lives with building code compliant systems at the Curtis R. Green light rail maintenance facility shops and yard, the Curtis R. Green Annex, the Scott Division non-revenue vehicle maintenance facility, the Potrero Division trolleybus maintenance facility, the Flynn Division motor coach maintenance facility, and the Kirkland Division motor coach storage facility. Construction will be complete in Spring 2019.</p>
39	SFMTA	Valencia Street Bikeway Implementation Plan [N'TIP Planning]	\$145,000	<p>Commissioner Sheehy has requested this District 8 Neighborhood Transportation Improvement Program (N'TIP) Planning project to develop recommendations for upgrading existing bike lanes on Valencia Street between Market Street and Mission Street. The study will conduct analysis and stakeholder outreach to identify issues and constraints for the various segments of the corridor. The resulting implementation plan will include near- and long-term recommendations for each segment of Valencia Street. Potential recommendations include, but are not limited to, protected bike lanes, parking and loading changes, and enforcement needs. The project is expected to be complete by October 2018.</p>
39	SFMTA	Youth Bicycle Safety Education Classes	\$117,243	<p>SFMTA is requesting funds to conduct a series of two-week in-school bicycle safety Physical Education (PE) classes at up to 10 SFUSD middle and high schools and 3 elementary schools during the January - June 2018 semester. The series teaches students how to bike and bike safely on streets. The program also provides training for participating PE teachers to integrate the Bicycle Safety Education programs into their schools' PE curriculum in subsequent school years. A state Active Transportation Program (ATP) grant is funding these classes during the fall 2017 semester. Funding for bicycle education in Fiscal Years 2018/19 - 2020/21 will come from ATP and proposed One Bay Area Grant funds, though additional future Prop K funds may be required to sustain the program at current levels.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Bike to Work Day 2018	\$38,475	Funds will be used for promotion and event-day services for Bike to Work Day (BTWD) on May 18th, 2018. BTWD is an annual event that promotes cycling as a viable option for commuting to work. These funds will sponsor the San Francisco Bicycle Coalition, which organizes the event. In San Francisco, participation in BTWD continues to increase, with the number of bikes counted during the morning BTWD commute along the Market Street corridor increasing by 30% between 2009 and 2016. The total number of people on bikes active during the “peak commute hour” (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before, during, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.
41	SFPW	Curb Ramps	\$804,084	Requested funds will be used to construct up to 64 curb ramps throughout the city. Citizens can request curb ramps through the City’s 311 customer service line, which provides translators in multiple languages. San Francisco Public Works evaluates and prioritizes curb ramp requests according to Americans with Disabilities Act prioritization criteria. Construction will begin in early 2018 and be complete by early 2019.

TOTAL	\$2,941,939
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
20M	SFMTA	Upgrade Life and Fire Safety Systems	\$ 1,837,137	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a concurrent amendment to the Facilities - Muni 5YPP to add the subject project with \$987,137 in deobligated funds from projects completed under budget, and \$850,000 in funds programmed for the Paint Booth Upgrade project. SFMTA is considering adding the paint booth upgrade work to the scope of the Muni Metro East expansion project, which is currently in the planning phase.
39	SFMTA	Valencia Street Bikeway Implementation Plan [N/TIP Planning]	\$ 145,000	5YPP Amendment: The recommended allocation is contingent upon a concurrent Bicycle Circulation and Safety 5YPP amendment. See attached 5YPP amendment for details.
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 117,243	
39	SFMTA	Bike to Work Day 2018	\$ 38,475	
41	SFPW	Curb Ramps	\$ 804,084	
TOTAL			\$ 2,941,939	

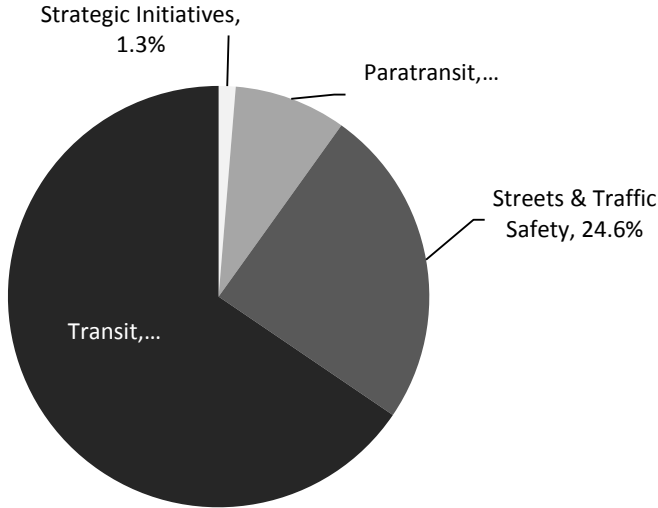
¹ See Attachment 1 for footnotes.

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

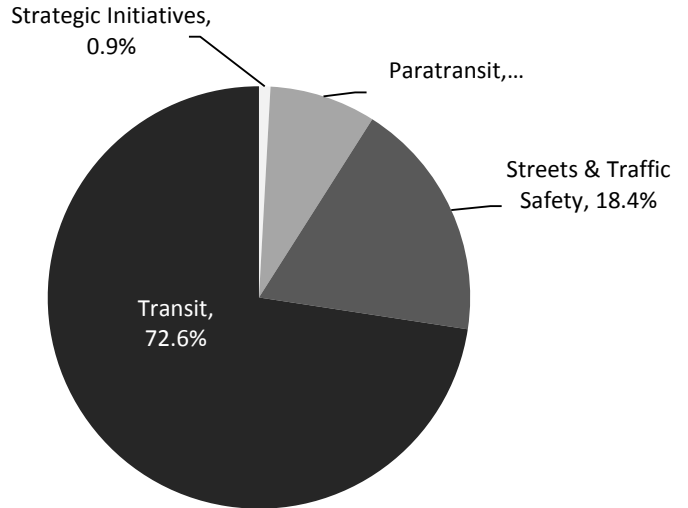
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 67,419,676	\$ 31,832,566	\$ 34,453,722	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 2,941,939	\$ 1,062,994	\$ 1,878,945	\$ -	\$ -	\$ -
New Total Allocations	\$ 70,361,615	\$ 32,895,560	\$ 36,332,667	\$ 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





Memorandum

Date: November 7, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/14/2017 Board Meeting: Allocation of \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$2,137,855 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for four requests: <ol style="list-style-type: none"> 1. Upgrade Life and Fire Safety Systems (\$1,837,137) 2. Valencia Street Bikeway Implementation Plan [NTIP Planning] (\$145,000) 3. Youth Bicycle Safety Education Classes (\$117,243) 4. Bike to Work Day 2018 (\$38,475) • Allocate \$804,084 in Prop K sales tax funds to San Francisco Public Works for one request: <ol style="list-style-type: none"> 5. Curb Ramps 	<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/>
<p>SUMMARY</p> <p>We have received five requests totaling \$2,941,939 in Prop K sales tax 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>	

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

FINANCIAL IMPACT

The recommended action would allocate \$2,941,939 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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 4

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 October 25, 2017 meeting and severed the request for Bike to Work Day 2018. The underlying requests were unanimously approved without objection. The severed request was approved by a 7-2 vote.

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

Enclosure – Prop K/AA Allocation Request Forms (5)

RESOLUTION AWARDING THREE-YEAR PROFESSIONAL SERVICES CONTRACTS, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO WSP USA, INC. AND RESOURCE SYSTEMS GROUP, INC. IN A COMBINED AMOUNT NOT TO EXCEED \$400,000 FOR ON-CALL MODELING SERVICES, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority relies on on-call consultants to support the Technology, Data, and Analysis Division with various services related to travel modeling and analysis; and

WHEREAS, On-call modeling services include assistance with travel demand model development, dynamic traffic assignment modeling, project-level modeling assistance, data collection, traffic operations analysis and data warehousing and visualization in support of the Congestion Management Program, Connect SF, the San Francisco Transportation Plan update, the Freeway Corridor Management Study, Travel Demand Management strategy evaluation, Transportation Network Company research and numerous other local and regional studies; and

WHEREAS, Given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts, staff propose to contract with two consultant teams with which the Transportation Authority may call upon on a task order basis; and

WHEREAS, On September 5, 2017, the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA) issued a Request for Qualifications (RFQ) for on-call modeling services to support the Transportation Authority's work program over the next three years; and



WHEREAS, The Transportation Authority received three Statements of Qualifications (SOQs) in response to the RFQ by the due date of October 4, 2017; and

WHEREAS, A selection panel comprised of San Francisco Municipal Transportation Agency and Transportation Authority staff evaluated the SOQs based on qualifications and other criteria identified in the RFQ; and

WHEREAS, Interviews were not conducted nor deemed necessary due to the quality of the SOQs and the familiarity of staff with previous work performed by the majority of firms who submitted SOQs; and

WHEREAS, Based on the competitive process defined in the evaluation criteria of the RFQ document, the selection panel recommended awarding contracts to the two highest-ranked firms: WSP USA Inc. (WSP) and Resource Systems Group, Inc. (RSG); and

WHEREAS, The selection panel recommended that the Transportation Authority and TIMMA both award contracts to the same two firms as the agencies' share modeling staff resources which will enhance staff efficiency in issuing task orders and supporting project needs; and

WHEREAS, The Transportation Authority's portion of the scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year (FY) 2017/18 work program and budget through relevant projects and studies, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The professional services will be funded by a combination of federal Surface Transportation Planning grants, federal and/or state grants from Caltrans and the Metropolitan Transportation Commission, local agency contributions and Prop K sales tax funds; and

WHEREAS, At its October 25, 2017 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby awards three-year professional

services contracts, with an option to extend for two additional one-year periods, to WSP and RSG in a combined amount not to exceed \$400,000 for on-call modeling services; and be it further

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

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

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

Attachment:

1. Scope of Services
2. Work Assignments for Current On-Call Modeling Contract

Attachment 1 – Transportation Authority Scope of Services

The Transportation Authority seek consultant teams with expertise in multimodal activity-based modeling, dynamic traffic/transit assignment, land use modeling, and data collection, analysis, visualization and warehousing in complex urban settings. It is the intent of the Transportation Authority to pre-qualify multiple consultant firms and/or teams of firms in the major tasks described below that will collectively provide the best overall service packages, inclusive of fee considerations, on an as-needed basis for modeling projects through the issuance of Task Orders. The Transportation Authority will separately contract with the selected teams for a three-year term, with an option to extend, which may be exercised at the discretion of the Transportation Authority, for two additional one-year periods (up to a total of five years). Consultant firms will be pre-qualified to perform services for the Transportation Authority. The Transportation Authority has budgeted \$400,000 for these contracts for the first three-year term, with the value of subsequent one-year extensions to be determined by future Transportation Authority budgets.

Travel Model Technical Assistance Required: As noted above, it is the intent of the Transportation Authority to contract with one or more modeling consultant teams, with whom the Transportation Authority shall select prospective consultants on a Task Order basis for modeling development and application projects. The establishment of contracts with one or more consultant teams will enable the Transportation Authority to enlist the services of a broad range of modeling specialists on an on-call, as-needed basis. As needs arise, the Transportation Authority will share outline scopes of work with lead firms to obtain more detailed team task order proposals (scopes, schedules/availability, personnel, budgets). The Transportation Authority will assign tasks on these criteria as well as conflicts of interest, if any. No selected team is guaranteed a Task Order under this contract.

A list of six general areas of expertise sought in prospective teams is provided below, lettered A through F. The Transportation Authority will favorably consider teams that have capabilities in all six areas of expertise, but specialized teams may also submit responses for one or more areas of expertise that match the team’s capabilities. Teams must declare which of these areas of expertise they are qualified to support.

A. Activity-Based Travel Model (“ABM”) Development

- Developing and managing travel model source code using git/github version control
- Update individual subcomponents of SF-CHAMP to provide enhanced analytic capabilities
- Enhance local-area validation for specific corridors as project studies arise; for example, improve the peninsula roadway validation in support of San Francisco’s Freeway Corridor Management Study
- Support estimation and calibration of DaySim subcomponents within SF-CHAMP
- Evaluate the latest technologies in activity-based travel models around the globe, and prioritize next steps for continuing the incremental advancement of SF-CHAMP capabilities based on the needs of planners in San Francisco
- Evaluate areas for improving computational efficiency, legibility, and maintainability
- Develop comprehensive SF-CHAMP model documentation
- Further develop the Transportation Authority’s Quality Assurance/Quality Control (QA/QC) process for network coding
- Economic, land use, and demographic forecasting to support ABM

Attachment 1 – Transportation Authority Scope of Services

B. Dynamic Traffic Assignment (“DTA”) and/or Dynamic Transit Assignment

- Update the Transportation Authority’s DTA model and expand the network regionally
- Update regional activity-based model and DTA demand and supply integration
- Validate and apply the DTA model for various projects
- Support continuing development of fast-trips dynamic transit assignment model

C. Model Applications

- Provide modeling support for various upcoming ABM and/or DTA model applications
- Develop, code, run, and provide insight on modeling scenarios
- Update Network Wrangler project files based on recently adopted Plan Bay Area 2040 and a forthcoming refinement of MTC’s zone system and network (as part of Travel Model Two)

D. Data Collection and Analysis

- Traffic data collection and surveying
- Collection and analysis of passively collected and/or location-based data

E. Traffic Operations Analysis

- Evaluate roadway operations
- Conduct traffic microsimulation analysis
- Analysis and forecasting of toll roads, managed lanes, transportation pricing, and travel demand management policies
- Advise on transportation facility design regarding operational performance and geometric or technological constraints

F. Data Warehouse and Visualization

- Data warehouse system development
- Data warehouse maintenance
- Graphical representation, mapping, and visualization
- Web-based data presentation and interactive tools
- Develop data delivery methods (i.e. open application programming interfaces (APIs)) for public data per open data and Gov 2.0 ideals

The above-mentioned areas of expertise and example task types are representative of needs in the coming three years – additional undetermined task types are anticipated to be needed and not all task types listed above will necessarily be produced under this contract in the next three years.

Attachment 2

On-Call Modeling Work Assignments (2013 – 2017)

Prime Consultant	Subconsultant(s)	Work Assignment Description	Amount
WSP USA Inc. (formerly Parsons Brinckerhoff, Inc.)	Resource Systems Group, Inc., Transportation Analytics	Treasure Island Mobility Management Program	\$261,752
	Resource Systems Group, Inc.	San Francisco Parking Study Travel Demand Forecasts	\$125,655
	Resource Systems Group, Inc.	BART Incentives Evaluation	\$93,292
	None	Geary Bus Rapid Transit Environmental Impact Report Modeling	\$8,708
	None	South of Market Ramps Dynamic Traffic Assignment Model Runs	\$3,988
Total Work Assignments Awarded to Date			\$493,395



Memorandum

Date: November 7, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data and Analysis
Subject: 11/14/17 Board Meeting: Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to WSP USA Inc. and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award three-year professional services contracts, with an option to extend for two additional one-year periods, to WSP USA Inc. (WSP) and Resource Systems Group, Inc. (RSG) in a combined amount not to exceed \$400,000 for on-call modeling services • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>The Transportation Authority relies on on-call consultants to support the Technology, Data, and Analysis Division with various services related to travel modeling and analysis. On-call modeling services include model development, model maintenance, model application, data collection, and other related activities. This action would award contracts to two highly qualified and deeply experienced teams to support these needs.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input 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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The Transportation Authority seeks on-call transportation modeling services to support the Transportation Authority’s Fiscal Year (FY) 2017/18 and future year activities, including assistance with travel demand model development, dynamic traffic assignment modeling, project-level modeling assistance, data collection, traffic operations analysis and data warehousing and visualization in support of the Congestion Management Program, Connect SF, the San Francisco Transportation Plan update, the Freeway Corridor Management Study, Travel Demand Management strategy evaluation, Transportation Network Company research and numerous other local and regional studies. The complete scope of services is included as Attachment 1.

The Transportation Authority’s current on-call modeling services contract, with a team led by WSP (formerly Parsons Brinckerhoff, Inc.), has served the Transportation Authority well over the past five years and is approaching the end of its contract term.

Transportation Authority Models.

The Transportation Authority maintains and applies a travel demand forecasting model known as the San Francisco Chained Activity Modeling Process (SF-CHAMP). SF-CHAMP incorporates a disaggregate approach to forecasting travel demand. This activity-based model is more sensitive than traditional four-step models to a broader array of conditions that influence travelers' choices. SF-CHAMP v5.2, the current version of SF-CHAMP, includes geographic coverage of the entire nine-county San Francisco Bay Area, provides detailed sensitivity to pricing effects, includes support for toll/non-toll choice, has more detail in time-of-day decision-making, and has both cordon- and area-based toll operations capabilities. Recent advances to SF-CHAMP include updates to input assumptions, functional additions, and operational improvements.

The next generation of SF-CHAMP, currently under development, will replace the current choice model core with an implementation of the DaySim activity-based travel simulator. The transition to DaySim will occur during the period of performance for this on-call services contract. The future DaySim-based model update will add more spatial, temporal, activity purpose, and land use detail and will introduce new capabilities to represent important conditions such as transit station parking lot capacity constraints and overall parking availability by type (on-street/off-street, paid/free) transit pass availability, and more. This significant model upgrade will further enhance the SF-CHAMP's role as a valuable tool supporting project analysis at the Transportation Authority and across partner agencies.

Other Transportation Authority models include dynamic traffic assignment (DTA) and dynamic transit assignment models. The Transportation Authority developed these models to give planners a more fine-grained view of transportation system performance, as well as a better understanding of why and how drivers route themselves within San Francisco and how transit riders negotiate a complex a transit system.

Procurement Process.

The Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA) issued a joint Request for Qualifications (RFQ) for on-call modeling services on September 5, 2017. We held a pre-response conference on September 11, 2017, which provided opportunities for small businesses and larger firms to meet and form partnerships. 8 firms attended the conference.

We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, and the Western Edition. We also distributed the RFQ, sign-in sheets for the pre-response conference, and periodic updates on the RFQ to certified small, disadvantaged and local businesses, Bay Area and cultural Chambers of Commerce, the Small Business Councils, as well as the Travel Model Improvement Program.

By the due date of October 4, 2017, we received three Statements of Qualifications (SOQs) in response to the RFQ. Interviews were not conducted nor deemed necessary due to the quality of the SOQs and the familiarity of staff with previous work performed by the majority of firms who submitted SOQs. A selection panel comprised of San Francisco Municipal Transportation Agency and Transportation Authority staff evaluated the SOQs based on qualifications and other criteria identified in the RFQ. Based on the competitive process, defined in the evaluation criteria of the RFQ document, the selection panel recommends awarding contracts to the two highest-ranked firms: WSP and RSG. The selection panel recommends that the Transportation Authority and TIMMA both

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award contracts to the same two firms, as the agencies' share modeling staff resources. Awarding contracts to the same on-call modeling consultant teams will enhance staff efficiency in issuing task orders and supporting project needs. The contract award for TIMMA's portion of the contract will be considered by the TIMMA Committee at its October 24, 2017 meeting.

Both WSP and RSG have unique skills, technical expertise, and project experience in relevant areas. Both firms have provided modeling services to the Transportation Authority in the past, have strong track records of providing modeling services on time and on budget, and have established teams with specialized knowledge and abilities.

Given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts, there is a need for broad and deep access to transportation modeling skills in the on-call modeling services contract. We propose to contract with two consultant teams with whom the Transportation Authority may call upon on a task order basis. Such an arrangement has been used in the past for the Transportation Authority's previous on-call modeling services contracts, which has proved beneficial to the Transportation Authority's Technology, Data and Analysis Division's work program.

Consultants selected for a contract will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term plus two optional one-year extensions. While the Transportation Authority intends to engage pre-qualified firms based on capabilities, experience and availability, no selected team is guaranteed a task order.

We expect to receive federal financing assistance to fund a portion of this contract, and will adhere to federal procurement regulations. For this contract, we established a Disadvantaged Business Enterprise (DBE) goal of 5%, accepting certifications by the California Unified Certification Program. SOQs from both teams meet the DBE goal. The WSP team includes 12.5% DBE participation from two subconsultants: Asian Subcontinent-owned W&S Solutions, LLC and Women-owned Transportation Analytics, in addition to two other subconsultants: INRO Consultants, Inc. and the University of Kentucky. The RSG team includes 10% DBE participation from one subconsultant: Asian-Subcontinent-owned TJKM, in addition to two other subconsultants: INRO and Bowman Research and Consulting.

FINANCIAL IMPACT

The scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2017/18 work program and budget through relevant projects and studies, including the San Francisco Transportation Plan. Budget for these activities will be funded by a combination of federal Surface Transportation Planning grants, federal and/or state grants from Caltrans and the Metropolitan Transportation Commission, local agency contributions and Prop K sales tax funds. The first year's activities are included in the Transportation Authority's adopted Fiscal Year 2017/18 budget, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

CAC POSITION

The CAC was briefed on this item at its October 25, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

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SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

Attachment 2 – Work Assignments for Current On-Call Modeling Contract

RESOLUTION APPOINTING TWO MEMBERS TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are two open seats on the CAC resulting from a member's term expiration and a member resigning from the CAC; and

WHEREAS, At its December 5, 2017 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing two members to serve on the CAC for a period of two years, with final approval to be considered at the December 12, 2017 Board meeting; now therefore, be it

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

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



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 12/05/17 Board Meeting: Appointment of Two Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are two open seats on the CAC requiring Board action. The openings are the result of the term expiration of Becky Hogue (District 6 resident), who is seeking reappointment, and Santiago Lerma (District 9), who resigned from the CAC due to family obligations. There are currently 43 applicants, in addition to Ms. Hogue, to consider for the existing open seats.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input 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"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointments
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DISCUSSION

Background.

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

Procedures.

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

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous

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basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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

Attachment 1
CITIZENS ADVISORY COMMITTEE¹

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

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 11.29.17)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Kian Alavi*	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Max Barnes*	M	NH	9	Mission East	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
3 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
4 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
5 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
6 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
7 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
8 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
9 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
11 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
12 Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood
13 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
14 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy
15 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
16 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
18 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
19 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
20 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
22 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
23 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
24 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
25 Gail Mallinson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
26 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
27 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	
30 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
31 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen
32 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
33 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
34 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
38 Bradley Tanzman*	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
39 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
40 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
41 Anne Widera*	F	NP	10	Potrero Hill	Business
42 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
43 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
44 Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.



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Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 12/5/17 Board Meeting: San Francisco Freeway Corridor Management Study Update

RECOMMENDATION **Information** **Action**

None. This is an information item.

SUMMARY

To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, we are conducting a study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Preliminary results indicate the feasibility of an express lane alternative. The full study will be released in early 2018. This progress update accompanies two related items on the agenda that, if approved, will appropriate Prop K funds to the project for preparation of the Caltrans Project Initiation Document (PID), a state required project scoping document (Agenda Item #9), and program funds for environmental clearance (Agenda Item #10).

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

DISCUSSION

Background.

The San Francisco Freeway Corridor Management Study (FCMS or Study) is a performance-based assessment of strategies for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The Study is focused on producing near and mid-term recommendations for implementation in the next five to ten years.

The need for the Study was identified in the 2013 San Francisco Transportation Plan, which forecasts a continued increase in demand for travel by San Francisco residents, visitors, and workers to and from Downtown and the Eastern Neighborhoods and the Peninsula and South Bay. Introducing active management strategies to existing freeways can help move both current and future travelers in the corridor more reliably and efficiently. The Study fact sheet is included as Attachment 1.

Study Goals.

A key challenge of the Study is to support the trip making needs of travelers across all modes while advancing our livability, economic, and environmental health goals, and do so equitably. The following goals, adopted by the Board as part of FCMS Phase 1 in 2015, support these values.

- Move people efficiently: We need to get more travelers to their destinations as quickly and reliably as possible in the existing freeway footprint.
- Increase trip reliability: More reliable travel times will help everyone, from parents picking up their children from school to commuters who need to get to work on time.
- Enhance travel choices: Better transit and incentives to carpool gives commuters convenient new travel options.
- Contribute to a regional network: San Francisco's freeway management strategies will be coordinated with similar projects in San Mateo County, Santa Clara County, and across the region.
- Reduce emissions: Moving more people in fewer vehicles will help achieve our climate goals as our population grows.
- Support community well-being: We must ensure that any changes to freeway operations support equity and safety in nearby neighborhoods and that the benefits remain accessible to all.

Approach.

San Francisco's General Plan Transportation Element includes policies that call for no new additional freeway capacity in San Francisco, and require that any changes, retrofits, or replacements of existing capacity include priority for high-occupancy vehicles and transit. These policies, coupled with the anticipated growth in the corridor, require us to consider strategies to move more people in fewer vehicles in the US 101/I-280 corridor.

Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Traditionally, providing carpool or transit priority lanes has been the most straightforward way of encouraging people to travel by bus or carpool by delivering a faster and more reliable trip than driving alone in congested general-purpose lanes. About 20% of vehicles on the US 101 freeway today are carpools or buses, but because no carpool lane exists on US 101 north of Redwood City, these high occupancy vehicles are subject to the same delays as all other vehicles and thus do not offer a time savings incentive to prospective transit riders or carpools.

However, carpool lanes are already in operation on US 101 from Morgan Hill to Redwood City, covering about 42 miles along the Peninsula, primarily in Santa Clara County. Caltrans and San Mateo County are currently in the environmental assessment phase of a project to extend managed lanes on US-101 from Redwood City to the I-380/US 101 interchange, a distance of about 14 miles. No project has previously been planned or programmed to extend a managed lane north of I-380 on US 101 in San Mateo county or into San Francisco.

Freeways serve both local and regional travelers, and regional travelers often cross county lines as part of their trips. Understanding the needs of travelers and the desire to support a seamless experience for the user of any freeway management system, we have worked in consultation with the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo (C/CAG) to focus the FCMS on assessing the feasibility of providing a continuous priority facility through San Mateo County and into San Francisco by connecting to the planned managed lanes on US 101 south of I-380 currently under study.

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Alternatives.

The FCMS study is exploring options for dedicating a lane on portions of US 101 and I-280 for High-Occupancy Vehicles (carpools and transit) only. Consistent with other carpool lanes in the Bay Area, these lanes could have occupancy requirements of either two or three persons. If deemed necessary, price management in the form of express lanes could be used with either of these configurations. Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpools, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general purpose lanes. Express Lanes can give people a choice to get where they need to go faster and more reliably, with the price to enter for non-carpools determined by demand. Eligible carpools and buses would access the lane at no cost.

The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and is evaluating alternative managed lanes designs. Preliminary analyses indicates that one feasible configuration could entail the following features (Attachment 1 includes a figure illustrating these concepts):

- Southbound, the existing configuration of the I-280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. An Express Lane could operate along I-280 between the intersection of 5th and King Streets and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about five miles.
- Headed northbound, because I-280 exits from the right side of Northbound US 101, any lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the Study identified an opportunity to provide priority for Northbound carpools and buses for approximately one mile along the I-280 headed into South of Market, from about 18th Street to 5th Street.

Outreach.

The study team has met with citywide community, advocacy, and business groups to introduce and hear feedback on the concept of a freeway management strategy in San Francisco, including the potential for Express Lanes. Additionally, we have met with Commissioners' staff this summer and fall and will continue to bring updates in briefings as the study progresses. For the remainder of 2017 and into 2018, the Study team will be reaching out to further introduce the Study, its goals, and its initial findings. The audience for this effort includes Commissioners, community groups, merchants, residents, and likely users of the freeway, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow, including gaining an understanding of what is of most importance to the various stakeholders.

Next Steps.

The FMCS is a feasibility study intended to provide a high-level investigation into the viability of a freeway management concept. The complete study, including a quantitative analysis of the proposals outlined here, will be presented to the Board in early 2018. The next phase of analysis will be the project scoping phase under the Caltrans project development process with the Project Initiation Document (PID) as the deliverable, and will take approximately 12 months. Agenda Item #9 will

Agenda Item 7

appropriate a portion of the funds required to fully fund the PID. Agenda Item #10 will program Prop K funding for the environmental technical analysis phase, including more detailed traffic analysis, demand and use forecasting, and consideration of a full set of operational characteristics. To receive these funds, the project will need to submit an Allocation Request Form to the Board for approval when the PID is substantially complete. These more detailed studies, completed in coordination with partners including SMCTA, C/CAG, Caltrans, and the Metropolitan Transportation Commission, will be required to advance consideration of the freeway management options identified in the FCMS.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Fact Sheet



Addressing Congestion on San Francisco's Freeways



San Francisco's transportation system faces a critical problem: more people than ever are trying to travel to, from and through the city. The freeways in San Francisco—US 101 and I-280—play an important role in this network, connecting San Francisco and the Peninsula.

While parts of San Francisco's freeways are critically congested, there are many empty seats in cars, vans, and buses. And demand is expected to increase: by 2040, there will be more than 100,000 additional daily trips between San Francisco and the South Bay.

The Transportation Authority is conducting a study to understand how we can address this growing challenge. The agency's Freeway Corridor Management Study focuses on addressing congestion while achieving the following goals:

- **MOVE PEOPLE EFFICIENTLY:** We need to get more travelers to their destinations as quickly and reliably as possible in the existing freeway footprint.
- **INCREASE TRIP RELIABILITY:** More reliable travel times will help everyone, from parents picking up their children from school to commuters who need to get to work on time.
- **ENHANCE TRAVEL CHOICES:** Better transit and incentives to carpool give commuters convenient new travel options.
- **CONTRIBUTE TO A REGIONAL NETWORK:** San Francisco's freeway management strategies will be coordinated with similar projects in San Mateo and across the region.
- **REDUCE EMISSIONS:** Moving more people in the same or fewer vehicles will help achieve our climate goals as our population grows.
- **SUPPORT COMMUNITY WELL-BEING:** We must ensure that any changes to freeway operations support equity and safety in nearby neighborhoods.

Transportation Authority Role

- | | |
|----------------------------------|--|
| <input type="checkbox"/> Plan | <input type="checkbox"/> Oversight |
| <input type="checkbox"/> Fund | <input checked="" type="checkbox"/> Report/Study |
| <input type="checkbox"/> Deliver | |

Project/study goals

Reduce congestion on San Francisco's freeways by moving more people in fewer vehicles.

Timeline

The Freeway Corridor Management Study is expected to be complete in early 2018.

Learn more

Read about the study at: www.sfcta.org/freeways

Project/study partners

Caltrans, San Mateo County Transportation Authority, and City/County Association of Governments of San Mateo County

Contact us

Andrew Heidel, Senior Transportation Planner
(415) 522-4803 or andrew.heidel@sfcta.org

Photo courtesy Sergio Ruiz via Flickr Commons,
<https://flic.kr/p/eL76rQ>.

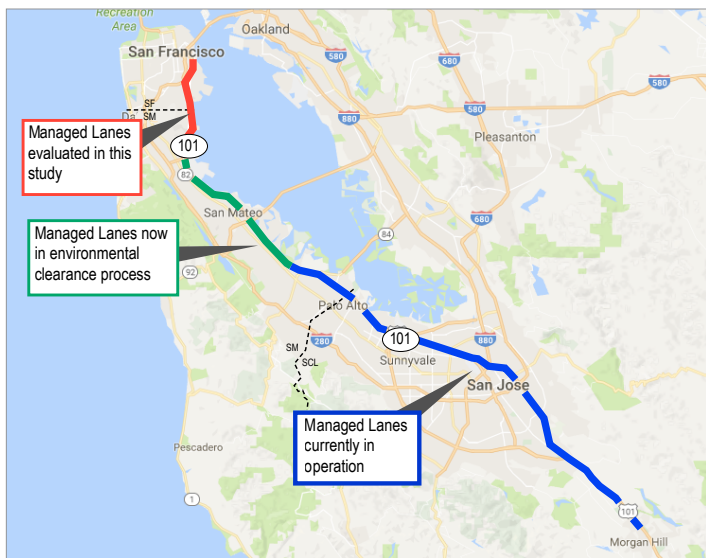
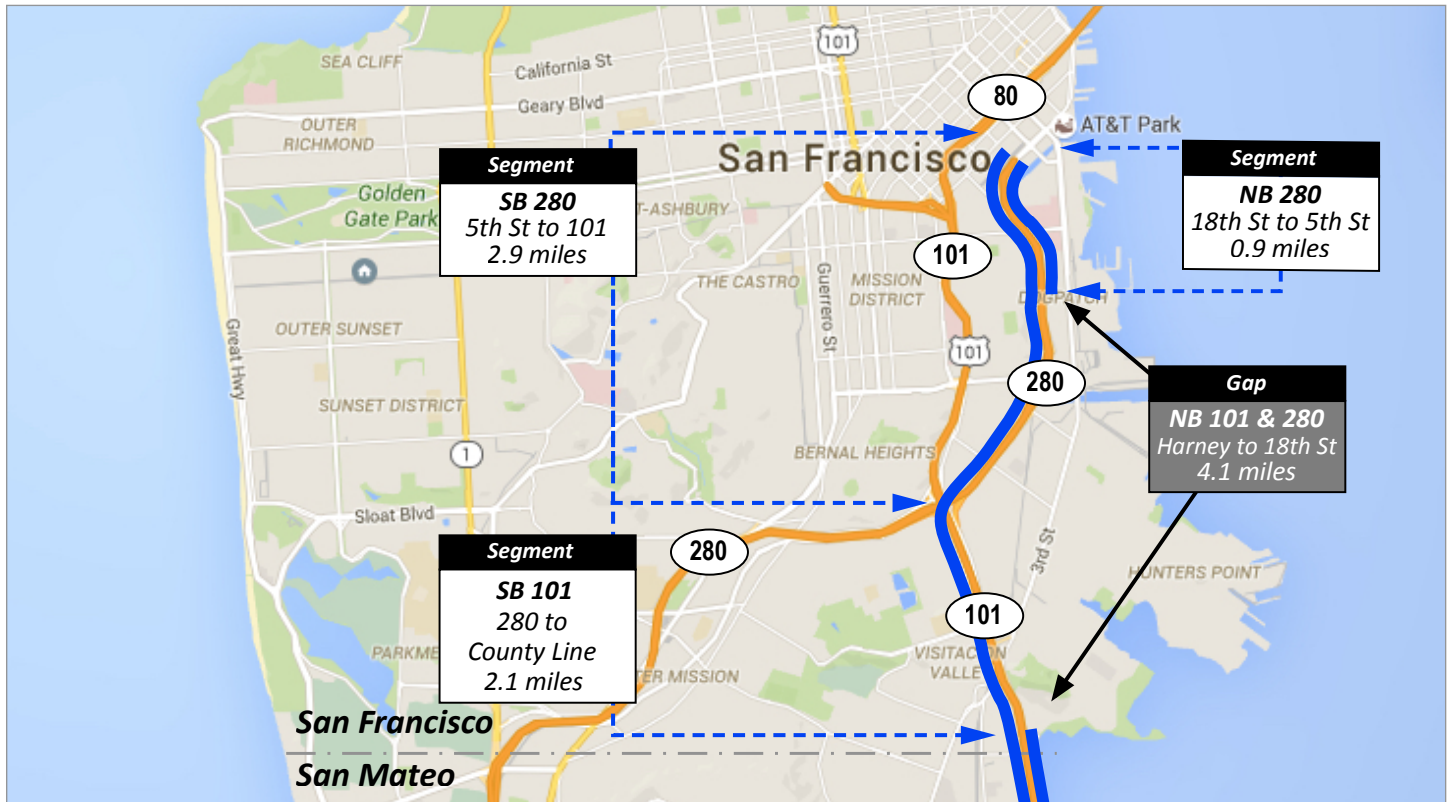
Studying congestion solutions

Through this study, the Transportation Authority is investigating how our freeway lanes can be reconfigured to meet our goals.

We know that if we want to move people in fewer vehicles, we need to give carpoolers and people taking transit a time and reliability advantage. That’s why we are exploring options for dedicating one lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit). Consistent with other carpool lanes in the Bay Area, these lanes could have occupancy requirements of either two or three people.

If deemed necessary, price management in the form of express lanes could also be used with either of these configurations. Express lanes are like carpool lanes that other drivers could also pay to use. Express lanes on the US 101 and I-280 would be free for eligible carpools and buses, while also being accessible to other vehicles who could pay a fee based on demand.

Carpool and express lanes are not new to the Bay Area. Carpool lanes have been in the Bay Area for more than 40 years, and express lanes have been here for 10 years.



Given the existing configuration of our freeways, carpool or express lanes could be implemented in segments (shown above).

Next steps

Right now, the Transportation Authority’s project team is gathering feedback from the community about this study, including what questions many still have about carpool and express lanes. Next, we’ll use this feedback, and continue to work with San Franciscans, travelers, and Caltrans (who owns the freeways in San Francisco), to design and evaluate a set of options and share these designs with the community.

Our efforts in San Francisco are part of a larger regional effort to establish a network of express and carpool lanes between San Francisco and the South Bay and throughout the Bay Area.

RESOLUTION ALLOCATING \$3,652,500 IN PROP K FUNDS FOR THREE REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received four requests for a total of \$3,852,500 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways–Muni, Signals & Signs, Pedestrian and Bicycle Facility Maintenance, and Transportation Demand Management/ Parking Management; and

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

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Manual Trolley Switch System Replacement Phase I and the Gough Corridor Signal Upgrade 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 \$3,652,500 in Prop K funds for three requests, with conditions, and appropriating \$200,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year



Cash Flow Distribution Schedules; and

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

WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

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

RESOLVED, That the Transportation Authority hereby allocates \$3,652,500 in Prop K funds for three requests, with conditions, and appropriates \$200,000 in Prop K funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

be it further

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

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

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2017/18

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	\$ 3,978,550	78%	85%	Design	2, 6, 9
Prop K	33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	\$ 2,900,000	41%	0%	Construction	2, 5
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ 150,000	48%	0%	Construction	Citywide
Prop K	43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	\$ 1,200,000	54%	83%	Planning	6, 9, 10, 11
TOTAL				\$ 3,852,500	\$ 8,228,550	61%	53%		

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 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFCTA (San Francisco County Transportation Authority); 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	Project Description
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$602,500	Design phase for replacement and upgrade of 5 of the 32 manual disconnect switches used to isolate circuits that provide traction power from substations to the catenary lines for San Francisco's trolleybuses. The existing switches are at the end of their useful lives. The upgrade will minimize service disruptions, increase system reliability and reduce maintenance costs when a traction power substation must be taken out of service because the new switches will be remotely operable from SFMTA's Power Control Center. The Van Ness Bus Rapid Transit (BRT) project will replace 8 manual switches, and the remaining 19 switches will be replaced through the next phase of this project. Design will be complete by summer 2018.
33	SFMTA	Gough Corridor Signal Upgrade	\$2,900,000	Requested funds will fund the construction phase for traffic signal upgrades at 17 locations along Gough Street, between Broadway and Page Street. Upgrades include new controllers, poles, mast arms, larger signal heads, pedestrian countdown signals, accessible (audible) pedestrian signals, and 8 curb ramps. Fourteen of the intersections are located on the Vision Zero High Injury Network. The project has been coordinated with the Van Ness BRT project and the SFMTA anticipates that the impacts of having both projects simultaneously under construction will be minor. The Van Ness lane configuration will not change from current conditions with two lanes maintained in both directions, therefore no additional traffic is expected to be diverted from Van Ness to Gough. The vast majority of work will be in the sidewalk. Construction will be complete in summer 2019.
37	SFMTA	Bicycle Facility Maintenance	\$150,000	This project will maintain existing bicycle facilities throughout the city to preserve their safety features. The project will focus on restriping, including green bike lanes and green bike boxes, and replacing plastic traffic channelizers along buffered bikeways. Locations will be identified and prioritized based on inspection and public input. Requests for maintenance can be made by calling 311, through sf311.org or through the SF311 app available on smart phones. Construction will be complete by June 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$200,000	This request will fund the Project Initiation Document (required by Caltrans), which will refine a suite of alternatives for managed lanes in the US 101 / I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. Managed lanes can include carpool and/or price-managed lanes with the goal of managing congestion by prioritizing high occupancy vehicles. The project, part of a regional network of managed lanes, seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. Report will be complete by December 2018.

TOTAL	\$3,852,500
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	5 Year Prioritization Program (5YPP) Amendment: The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs. See attached 5YPP amendment for details.
33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	5YPP Amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$450,000 from the South Van Ness Signal Upgrade project to the subject project. The South Van Ness signals project is fully funded, and construction is nearly complete. See attached 5YPP amendment for details.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	
TOTAL \$			3,852,500	

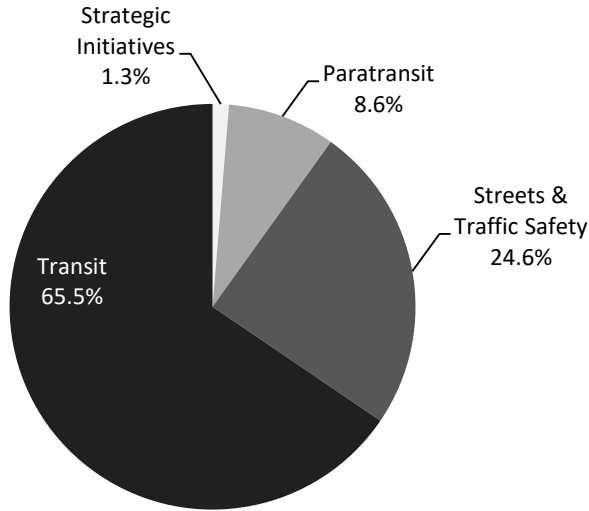
¹ See Attachment 1 for footnotes.

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

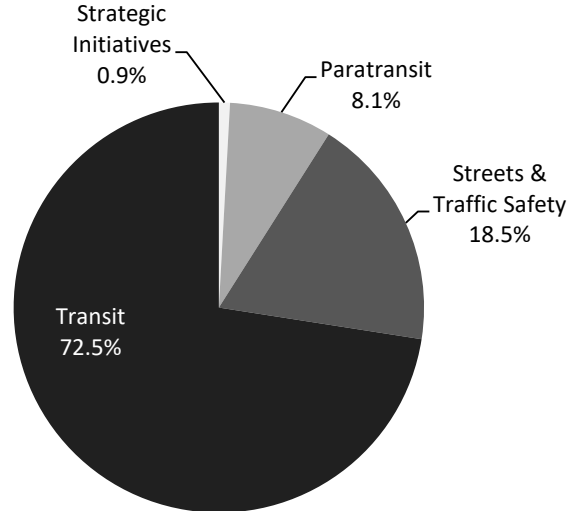
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 71,251,615	\$ 33,315,560	\$ 36,802,667	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 3,852,500	\$ 734,524	\$ 3,117,976	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 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





Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 12/5/2017 Board Meeting: Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$3,652,500 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for three requests: <ol style="list-style-type: none"> 1. Manual Trolley Switch System Replacement Phase I (\$602,500) 2. Gough Corridor Signal Upgrade (\$2,900,000) 3. Bicycle Facility Maintenance (\$150,000) • Appropriate \$200,000 in Prop K sales tax for one request: <ol style="list-style-type: none"> 4. Freeway Corridor Management Study Pre-Environmental <p>SUMMARY</p> <p>We have received four requests totaling \$3,852,500 in Prop K sales tax funds. Attachment 1 lists the requests, including requested phase(s) and supervisory 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 enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$3,852,500 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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 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 November 29, 2017 special 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 Allocation Summaries – FY 2017/18

Enclosure – Prop K/AA Allocation Request Forms (4)

RESOLUTION PROGRAMMING THE TRANSPORTATION AUTHORITY'S SHARE OF LOCAL PARTNERSHIP PROGRAM (LPP) FORMULAIC PROGRAM FUNDS IN FISCAL YEARS 2017/18 – 2019/20 TO SAN FRANCISCO PUBLIC WORKS (SFPW) STREET RESURFACING PROJECTS, AUTHORIZING THE EXECUTIVE DIRECTOR TO DESIGNATE SFPW AS THE IMPLEMENTING AGENCY FOR THE AFOREMENTIONED FUNDS, AND APPROVING A FUND EXCHANGE OF \$4.1 MILLION IN LPP FORMULAIC PROGRAM FUNDS PROGRAMMED TO SFPW STREET RESURFACING PROJECTS WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS FOR SAN FRANCISCO'S US 101/I-280 MANAGED LANES PROJECT, WITH CONDITIONS.

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than \$50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program (\$100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee



approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On December 6, 2017 the CTC is expected to adopt LPP Formulaic Program formula share distributions for Fiscal Years (FYs) 2017/18 and 2018/19 and the Transportation Authority's share is estimated to be \$4.08 million (\$2.051 in FY 2017/18 and \$2.029 in FY 2018/19); and

WHEREAS, Project nominations for the initial LPP call for projects covering FY 2017/18 and 2018/19 are due on December 15, 2017, with the CTC adopting annual programs of projects thereafter; and

WHEREAS, Transportation Authority staff identified SFPW's street resurfacing projects as good candidates for LPP funding given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of the Transportation Authority's LPP formula shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

WHEREAS, The 2013 San Francisco Transportation Plan identified the need to study active management strategies to address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor between San Francisco and Silicon Valley; and

WHEREAS, The Transportation Authority is currently studying the feasibility of managed lanes as the right tool to improve travel time and reliability for carpoolers and buses; and

WHEREAS, The San Francisco's US 101/I-280 Managed Lanes project, part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission, is anticipated to be very competitive for receiving funds for the design and construction phases from programs like the SB 1 Solutions for Congested Corridors, as well as Regional Measure 3; and

WHEREAS, Advancing the San Francisco's US 101/I-280 Managed Lanes project in competitive grant programs requires completion of the environmental review phase, estimated to

cost \$5,000,000; and

WHEREAS, At its November 29, 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 programs its share of LPP Formulaic Program funds in FY 2017/18 – 2019/20 to SFPW street resurfacing projects as shown in Attachment 1; and be it further

RESOLVED, That as a condition of programming the aforementioned LPP funds, the Executive Director shall impose such terms and conditions as are necessary for SFPW to comply with LPP guidelines including timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby approves the fund exchange of \$4,100,000 in LPP Formulaic Program Funds for SFPW street resurfacing projects with an equivalent amount of Prop K funds for San Francisco's US 101/I-280 Managed Lanes LPP Fund Exchange Project, with allocation of Prop K funds conditioned on CTC approval of San Francisco's proposed LPP programming for SFPW street resurfacing projects; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Street Resurfacing 5YPP, as detailed in Attachments 2 and 3.

Attachments (3):

1. Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds
2. Prop K Project Information Forms
3. Prop K Street Resurfacing 5-Year Prioritization Program Amendment

Attachment 1
San Francisco County Transportation Authority
Proposed SB 1 - Local Partnership Program (LPP), Formulaic Program Priorities

PROJECTS RECOMMENDED FOR FISCAL YEARS 2017/18 - 2019/20 OF LPP FORMULAIC FUNDS							
Fiscal Year	Sponsor ¹	Project Description	Phase	Districts	Total Project Cost	Proposed LPP Formulaic Funds ²	Local Match Amount
2017/18	SFPW	Parkmeceed/Twin Peaks/Glen Park Residential Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations.	Construction	7	\$4,900,000	\$2,051,000	\$2,849,000
2018/19	SFPW	Alemany Boulevard Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs on Alemany Boulevard, between Cogdon Street and Seneca Avenue. The project is being coordinated with the San Francisco Public Utilities Commission and the San Francisco Municipal Transportation Agency projects for sewer replacement and new traffic signals at various locations.	Construction	8, 9, 11	\$5,500,000	\$2,029,000	\$3,471,000
2019/20	SFPW	Various Locations Pavement Renovation No 42 - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations. Proposed streets include 31st Avenue, Ortega Street, Pacheco Street, Quintara Street, and Ulloa Street.	Construction	4, 7	\$4,000,000	\$2,000,000	\$2,000,000
Totals:					\$14,400,000	\$6,080,000	\$8,320,000
Total Estimated LPP Formulaic Funds Available:						\$6,080,000	

Notes:

¹ SFPW stands for San Francisco Public Works.

² Amounts are based on California Transportation Commission (CTC) staff estimate, subject to adoption by the CTC at its the December 6, 2017 meeting.

Attachment 2
Proposed New Programming
Street Resurfacing 5YPP
Project Information Forms
and Prioritization Mechanism



San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form



Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation
Project Location:	Clairview Ct : Panorama Dr to End Darien Way : Aptos Ave to Kenwood Way\Upland Dr Dorado Ter : Jules Ave \ Ocean Ave to End Font Blvd : Juan Bautista Cir to Lake Merced Blvd Midcrest Way : Panorama Dr to End Oak Park Dr : Clarendon Ave to End Olympia Way : Panorama Dr to Clarendon Ave San Aleso Ave : Monterey Blvd to Upland Dr Upland Dr : Darien Way \ Kenwood Way to San Benito Way
Project Supervisorial District(s):	7
Project Description:	This project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs in three neighborhoods of District 7. All segment candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Phase	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	85%	Both	August	2016	April	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	July	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	November	2018	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	May	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation

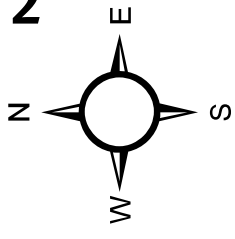
Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$4,900,000	\$2,849,000	\$2,051,000
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$4,900,000	\$2,849,000	\$2,051,000
Percent of Total			58%	72%

Project Expenditures By Fiscal Year (Cash Flow)

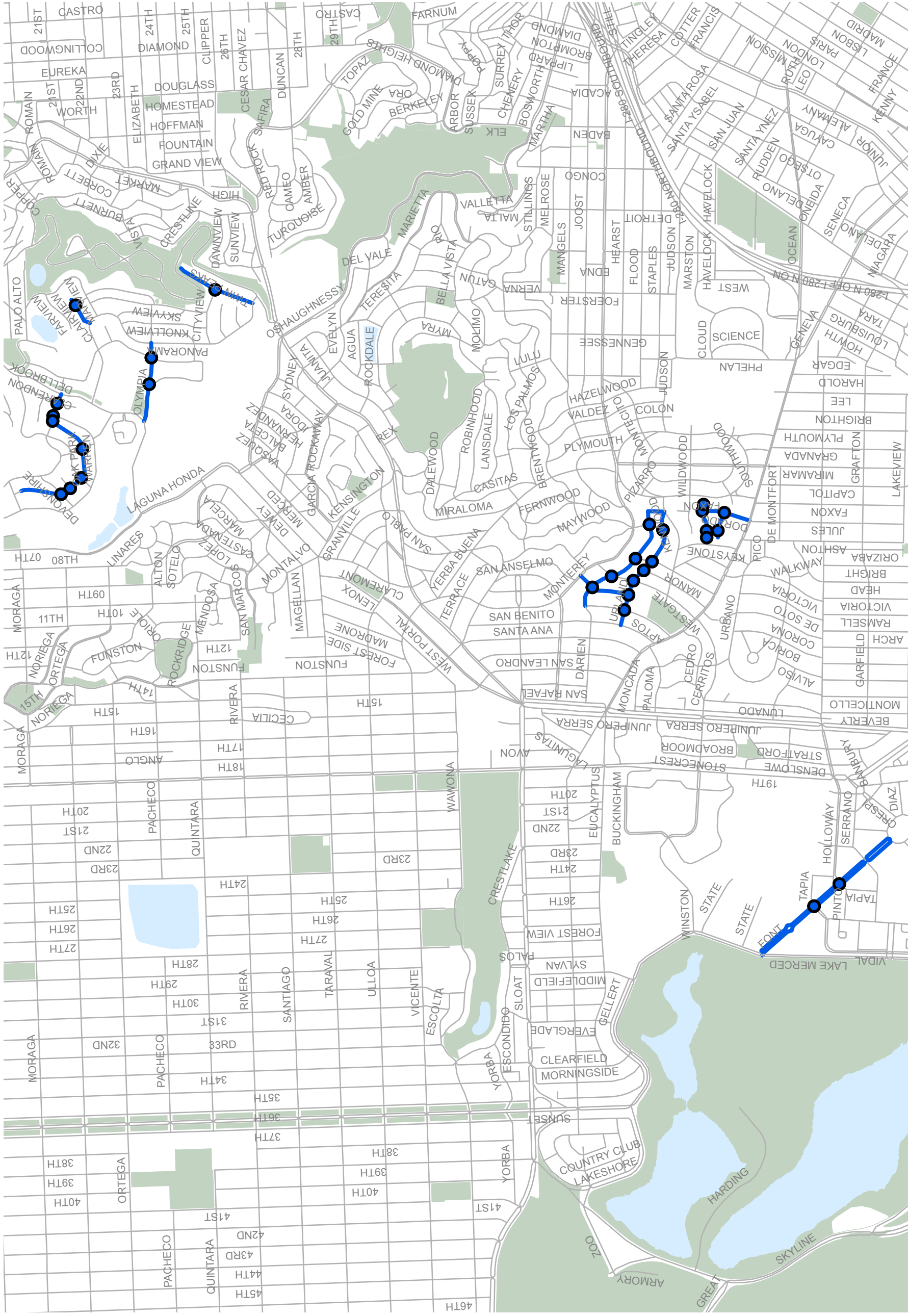
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	17/18					\$820,400	\$1,230,600	\$2,051,000
Construction	Prop K	Planned	17/18					\$1,139,600	\$1,709,400	\$2,849,000
				\$0	\$0	\$0	\$0	\$1,960,000	\$2,940,000	\$4,900,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/18 for CTC approval in June 2018.



Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation



Legend

- Project Block
- Project Intersection





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Alemanly Blvd Pavement Renovation
Project Location:	Alemanly Blvd : Congdon St to Seneca Ave
Project Supervisorial District(s):	8, 9, 11
Project Description:	<p>The project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs, sewer replacement and traffic signals at various locations. The sewer replacement and traffic signals will be funded by PUC and SFMTA.</p> <p>The proposed limits of work are at the following locations: Alemanly Blvd : Hwy 101 S Off Ramp\Congdon St to Seneca Ave</p> <p>All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.</p>
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	10%		October	2017	September	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	December	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	August	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Alemany Blvd Pavement Renovation

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$5,500,000	\$3,211,000	\$2,289,000
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$5,500,000	\$2,421,000	\$3,129,000
Percent of Total			44%	57%

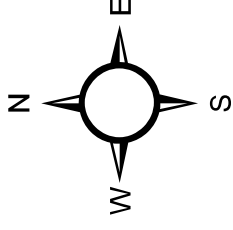
Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	18/19					\$608,700	\$1,420,300	\$2,029,000
Construction	Prop K	Planned	18/19					\$963,300	\$2,247,700	\$3,211,000
Construction	General Fund	Planned	18/19					\$78,000	\$182,000	\$260,000
Total By Fiscal Year				\$0	\$0	\$0	\$0	\$1,650,000	\$3,850,000	\$5,500,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/19 for CTC approval in June 2019. Based on the current design schedule, we expect to submit the allocation request by 10/1/18 for approval at CTC's November 2018 meeting.

Alemany Blvd Pavement Renovation



Legend

- Project Block
- Project Intersection



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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project
Project Location:	US-101 and I-280
Project Supervisorial District(s):	6, 9, 10, 11
Project Description:	<p>San Francisco's US 101/I-280 Managed Lanes is a performance-based strategy for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The conceptual planning phase, called the Freeway Corridor Management Study (FCMS), underway since 2015, produced near and mid-term recommendations for improving travel time and reliability in the next five to ten years. The study explored options for dedicating a lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit) only. The study also explored the feasibility of Express Lanes, which are carpool lanes that non-carpools can pay to use. The study found that Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpoolers, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general purpose lanes, and could be implemented without extensive construction or changes in the size of the freeways in San Francisco.</p> <p>The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and found the following design to be most feasible:</p> <ul style="list-style-type: none"> • Southbound, the existing configuration of the I-280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. An Express Lane could operate along I-280 between 5th/King and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about 5 miles. • Headed northbound, because I-280 exits from the right side of Northbound US 101, any lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the study identified an opportunity to provide priority for Northbound carpools and buses for approximately 1 mile along the I-280 headed into South of Market, from about 18th St to 5th St. <p>This preliminary concept would advance into the Caltrans scoping phase and could be refined over time.</p>
Purpose and Need:	<p>To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, the Transportation Authority conducted the Freeway Corridor Management Study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Yet, while parts of San Francisco's freeway network are critically congested, there are many empty seats in cars, vans and buses. The projects seeks to improve person throughput and to provide a more reliable travel time for high occupancy vehicles from San Mateo County into downtown San Francisco, in coordination with with similar projects in San Mateo County, Santa Clara County, and across the region.</p>
Community Engagement/Support:	<p>During the feasibility study the project team prepared and began implementing an Outreach Plan to gain an understanding of key stakeholder interest, concerns, and questions on the project. The audience for this effort includes commissioners, community groups, merchants, residents, and likely users, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow and help us refine our understanding of what is of most importance to the various stakeholders.</p>
Implementing Agency:	San Francisco County Transportation Authority
Project Manager:	Anna Harvey
Phone Number:	415.522.4813
Email:	anna.harvey@sfcta.org



San Francisco County Transportation Authority

Environmental Clearance

Type:	EIR/EIS
Status:	Not yet started
Completion Date:	12/01/20

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	65%	Both	January	2016	December	2018
Environmental Studies (PA&ED)	0%	Both	January	2019	December	2020
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)						

Comments/Concerns



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$2,288,000	\$500,000	\$1,788,000
	Environmental Studies (PA&ED)	\$5,000,000	\$4,100,000	\$900,000
	Design Engineering (PS&E)	\$6,150,000		\$6,150,000
	Right of Way	\$1,200,000		\$1,200,000
	Construction	\$41,000,000		\$41,000,000
	Procurement (e.g. rolling stock)	N/A		N/A
Total Project Cost		\$55,638,000	\$4,600,000	\$51,038,000
Percent of Total			8%	92%

Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					
				14/15	15/16	16/17	17/18	18/19	
Planning/Conceptual Engineering	Prop K	Programmed	14/15	\$300,000					
Planning/Conceptual Engineering	Caltrans Planning Grant	Allocated	15/16		\$300,000				
Planning/Conceptual Engineering	STP 3%	Allocated	16/17		\$338,000				
Planning/Conceptual Engineering	STP 3%	Allocated	17/18			\$500,000			
Planning/Conceptual Engineering	SMCTA (local funds)	Planned	17/18			\$650,000			
Environmental Studies (PA&ED)	Prop K	Planned	18/19					\$2,500,000	
Environmental Studies (PA&ED)	TBD	Planned	18/19						
Right of Way	TBD	Planned	19/20						
Design Engineering (PS&E)	TBD	Planned	19/20						
Construction	TBD	Planned	21/22						
Total By Fiscal Year				\$0	\$300,000	\$638,000	\$1,350,000	\$2,500,000	

Comments/Concerns

Costs estimates for the environmental phase through construction are preliminary planning-level estimates based on the feasibility study and will be refined during the Project Initiation Document and environmental studies phase. Costs assume project occurs within existing freeway footprint (i.e., with no freeway widening). Prop K funds will advance the project from conceptual engineering through the selection of alternatives and the environmental review phase. Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named "targeted" corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

19/20	20/21	21/22	Total
			\$500,000
			\$300,000
			\$338,000
			\$500,000
			\$650,000
\$1,600,000			\$4,100,000
\$900,000			\$900,000
	\$1,200,000		\$1,200,000
	\$6,150,000		\$6,150,000
		\$41,000,000	\$41,000,000
\$2,500,000	\$7,350,000	\$41,000,000	\$55,638,000

Prioritization Criteria and Scoring Table
 Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Functional Classification			
Total Possible Score	4	3	3	3	4	3			20
Street Resurfacing									
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation	4	0	2	2	4	3			15
West Portal Ave and Quintana St Pavement Renovation	4	0	1	1	4	2			12
Ingalls St and Industrial St Pavement Renovation 1	4	0	2	1	4	3			14
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	4	0	2	1	4	3			14
Clayton St, Clipper St and Portola Dr Pavement Renovation	2	0	0	1	4	3			10
Gilman Ave and Jerrold Ave Pavement Renovation	1	0	0	1	4	2			8
Madrid St, Morse St and Paris St Pavement Renovation	1	0	0	0	4	1			6
Hilbert and Leavenworth Streets Pavement Renovation	4	0	2	1	4	3			14
Fillmore St Pavement Renovation	1	0	0	1	4	2			8
Parkmead/Twin Peaks/Glen Park Residential Pavement Renovation	4	0	2	1	4	2			13
Alemanly Blvd Pavement Renovation	2	0	2	2	4	3			13
Total Possible Score	4	3	3	3	3	2			20
Street Repair and Cleaning Equipment									
2 Air Sweepers	4	0	0	1	3	0			10
1 Bicycle Path Sweeper	4	1	0	2	3	2			14

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

Prioritization Criteria Definitions:

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

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

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

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

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

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

Street Resurfacing Category:

Safety: Project receives one point if it is on a WalkFirst Safety Street, one point if located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates, and one point if it is on a Muni route.

Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 64 - 84), resurfacing (PCI 50-63), or paving with base repair/reconstruction (PCI 0-49). Project receives 4 points if it has a PCI score of 63 or below. DPW determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).

Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs because the former classifications are most heavily used. Project receives 3 points if the street is an arterial, 2 points if collector, and 1 point if residential.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents, and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years).

Mandates: Equipment is needed per department projects and programs (e.g. Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g. alternative fuel vehicles are required by federal, state, or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018 /19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)									
SFPW	(Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation ¹	CON	Programmed	\$0					\$0
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Allocated	\$3,002,785					\$3,002,785
SFPW	West Portal Ave and Quintara St Pavement Renovation ⁵	CON	Deobligated	(\$3,002,785)					(\$3,002,785)
SFPW	Ingalls St and Industrial St Pavement Renovation ¹	CON	Allocated		\$3,677,233				\$3,677,233
SFPW	Clayton St, Clipper St and Portola Dr Pavement Renovation ²	CON	Allocated		\$5,455,263				\$5,455,263
SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation ³	CON	Allocated		\$4,785,750				\$4,785,750
SFPW	Gilman Ave and Jerrold Ave Pavement Renovation ⁶	CON	Programmed			\$0			\$0
SFPW	Filbert and Leavenworth Streets Pavement Renovation ⁶	CON	Allocated			\$3,479,324			\$3,479,324
SFPW	Madrid St, Morse St and Paris St Pavement Renovation ⁸	CON	Programmed				\$0		\$0
SFPW	Fillmore St Pavement Renovation ⁸	CON	Programmed					\$0	\$0
SFPW	Haight Street Resurfacing and Pedestrian Lighting ⁷	CON	Allocated				\$1,248,251		\$1,248,251
SFPW	Pavement Renovation Placeholder ⁴⁷	CON	Programmed			\$0			\$0
SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ⁸	CON	Planned				\$2,849,000		\$2,849,000
SFPW	Alemany Blvd Pavement Renovation ⁸	CON	Planned					\$3,211,000	\$3,211,000
SFCTA	US 101 / I-280 Managed Lanes LPP Fund Exchange ⁸	PA&ED	Planned					\$4,083,939	\$4,083,939
				Programmed in 5YPP					\$28,789,760
				Total Allocated and Pending in 5YPP					\$0
				Total Deobligated in 5YPP					\$0
				Total Unallocated in 5YPP					\$0
				Programmed in 2014 Strategic Plan, as amended					\$4,519,668
				Deobligated from Prior 5YPP Cycles **					\$0
				Cumulative Remaining Programming Capacity					\$2,660,271

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Street Repair and Cleaning Equipment (EP 35)								
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated	\$701,034				\$701,034
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated		\$738,072			\$738,072
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Allocated			\$1,499,408		\$1,499,408
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Programmed				\$94,793	\$94,793
SFPW	Street Repair and Cleaning Equipment	PROC	Programmed				\$859,800	\$859,800
				Programmed in 5YPP				\$3,893,107
				Total Allocated and Pending in 5YPP				\$2,938,514
				Total Deobligated in 5YPP				\$0
				Total Unallocated in 5YPP				\$954,593
				Programmed in 2014 Strategic Plan, as amended				\$3,893,107
				Deobligated from Prior 5YPP Cycles **				\$0
				Cumulative Remaining Programming Capacity				\$0
ROLL-UP of EPs 34-35								
				Total Programmed in 5YPPs				\$32,682,867
				Total Allocated and Pending in 5YPP				\$24,587,120
				Total Deobligated in 5YPP				(\$3,002,785)
				Total Unallocated in 5YPP				\$11,098,532
				Total Programmed in 2014 Strategic Plan, as amended				\$30,923,126
				Total Deobligated from Prior 5YPP Cycles				\$1,759,741
				Cumulative Remaining Programming Capacity				\$0
				Programmed				\$0
				Pending Allocation/Appropriation				\$0
				Board Approved Allocation/Appropriation				\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year			Total
				2014/15	2015/16	2016/17	

¹ 5YPP Amendment to add the Ingalls St and Industrial St Pavement Renovation project (Resolution 2016-018, Project 134-908024)

Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation: Reduced from \$5.6 million to \$0 in Fiscal Year 2014/15, with \$3,677,233 added to Ingalls St and Industrial St Pavement Renovation in Fiscal Year 2015/16 and \$1,922,767 added to cumulative remaining programming capacity. The project was funded with other sources.

Ingalls St and Industrial St Pavement Renovation: Added project with \$3,677,233 in Fiscal Year 2015/16 funds for construction.

² 5YPP Amendment to fully fund the Clayton St, Clipper St, and Portola Dr Pavement Renovation project. (Resolution 2016-047, 3/22/16)
 Cumulative Remaining Programming Capacity: Reduced by \$90,033.

Clayton St, Clipper St, and Portola Dr Pavement Renovation: Increased by \$90,033 in FY 2015/16 construction funds.

³ 5YPP Amendment to add the Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by \$4,785,750.

Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation: Added project with \$4,785,750 in FY 2015/16 construction funds.

⁴ Strategic Plan and 5YPP Amendment to fully fund Street Repair and Cleaning Equipment (Resolution 2016-060, 6/28/16):

Finance cost neutral Strategic Plan Amendment: advanced programming (\$722,582 from FY 2017/18) and cash flow (\$797,101 from FY 2017/18, \$313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category.

Street Resurfacing 5YPP Amendment: Added Pavement Renovation Placeholder with \$1,110,995 in FY16/17 funds and the following cash flow: \$797,101 in FY17/18 and \$313,894 in FY18/19.

⁵ West Portal Ave and Quimara St Pavement Renovation: Cancelled project. This project will continue on the originally presented schedule but will be funded with 2011 Streets Bond funds, due to upcoming timely-use-of-funds requirements on that source.

⁶ 5YPP amendment to add the Filbert and Leavenworth Streets Pavement Renovation project (Resolution 2017-027, 02/28/2017):

Gilman Ave and Jerrold Ave Pavement Renovation: Reduced from \$3,907,668 to \$0. The project will be delivered through multiple projects and funded from other sources.

Filbert and Leavenworth Streets Pavement Renovation: Add project with \$3,479,324 in FY2016/17 funds.

Cumulative Remaining Programming Capacity: Increased by \$428,344.

⁷ 5YPP amendment to add the Haight Street Resurfacing and Pedestrian Lighting project (Resolution 2017-054, 06/27/2017):

Pavement Renovation Placeholder: Reduced from \$1,110,995 to \$0 in FY2016/17.

Cumulative Remaining Programming Capacity: Reduced by \$137,256.

Haight Street Resurfacing and Pedestrian Lighting: Add project with \$1,248,251 in FY2017/18 construction funds.

⁸ 5YPP amendment to add the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing and Alemany Street Resurfacing projects and the US 101 / I-280 Managed Lanes LPP Fund Exchange project (Resolution 2018-XXXX, 12/12/2017):

Madrid St, Morse St. and Paris St. Pavement Renovation: Deleted project; reduced from \$4,519,668 to \$0 in FY2017/18. Project will be funded with non-Prop K sources.

Fillmore St Pavement Renovation: Deleted project; reduced from \$4,634,668 to \$0 in FY 2018/19. Project will be funded with General Fund monies.

Cumulative Remaining Programming Capacity: Reduced from \$989,603 to \$0.

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation: Added project with \$2,849,000 in FY 2017/18 construction funds.

Alemany Boulevard Pavement Renovation: Added project with \$3,211,000 in FY 2018/19 construction funds.

US 101 / I-280 Managed Lanes LPP Fund Exchange project: Added project with \$4,083,939 in FY 2018/19 environmental funds. \$2.5 million in programming is contingent on California Transportation Commission (CTC) approval of Cycle 1 Local Partnership Program, Formulaic Program funds (anticipated January 2018) and \$1,583,939 is contingent on CTC approval of Cycle 2 funds (anticipated December 2019). See Resolution XX-XX for details on fund exchange which results in a net anticipated increase of about \$2 million in funds for street resurfacing.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)							
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation 1	CON	\$0	\$0	\$0			\$0
West Portal Ave and Quintara St Pavement Renovation	CON	\$2,402,228	\$600,557				\$3,002,785
West Portal Ave and Quintara St Pavement Renovation 5	CON	(\$2,402,228)	(\$600,557)				(\$3,002,785)
Ingalls St and Industrial St Pavement Renovation 1	CON		\$0	\$3,309,610	\$367,623		\$3,677,233
Clayton St, Clipper St and Portola Dr Pavement Renovation 2	CON			\$4,091,447	\$1,363,816		\$5,455,263
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	CON			\$3,828,600	\$957,150		\$4,785,750
Gilman Ave and Jerrold Ave Pavement Renovation 6	CON			\$0	\$0		\$0
Filbert and Leavenworth Streets Pavement Renovation 6					\$2,609,493	\$869,831	\$3,479,324
Madrid St, Morse St and Paris St Pavement Renovation8	CON				\$0	\$0	\$0
Fillmore St Pavement Renovation8	CON					\$0	\$0
Haight Street Resurfacing and Pedestrian Lighting7	CON				\$416,084	\$554,778	\$277,389
Pavement Renovation Placeholder 4,7	CON				\$0	\$0	\$0
Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation8	CON				\$0	\$1,139,600	\$1,709,400
Alemany Blvd Pavement Renovation8	CON					\$963,300	\$2,247,700
US 101 / I-280 Managed Lanes LPP Fund Exchange8	PA&ED					\$2,500,000	\$1,583,939
Total Cash Flow in 5YPP		\$0	\$0	\$11,229,657	\$5,714,166	\$6,027,509	\$5,818,428
Total Cash Flow Allocated		\$2,402,228	\$600,557	\$11,229,657	\$5,714,166	\$1,424,609	\$277,389
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$4,602,900	\$5,541,039
Total Cash Flow in 2014 Strategic Plan		\$3,402,228	\$8,492,741	\$5,199,180	\$4,397,268	\$4,611,668	\$926,934
Deobligated from Prior 5YPP Cycles **		\$1,759,741					
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$7,624,233	\$6,307,335	\$4,891,494	\$0

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)							
Street Repair and Cleaning Equipment	PROC	\$350,517	\$350,517				\$701,034
Street Repair and Cleaning Equipment	PROC		\$369,036	\$369,036			\$738,072
Street Repair and Cleaning Equipment 4	PROC			\$1,499,408			\$1,499,408
Street Repair and Cleaning Equipment 4	PROC				\$0	\$94,793	\$94,793
Street Repair and Cleaning Equipment	PROC					\$429,900	\$859,800
Total Cash Flow in 5YPP		\$350,517	\$719,553	\$1,868,444	\$0	\$524,693	\$3,893,107
Total Cash Flow Allocated		\$350,517	\$719,553	\$1,868,444	\$0	\$0	\$2,938,514
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$524,693	\$954,593
Total Cash Flow in 2014 Strategic Plan		\$350,517	\$719,553	\$757,449	\$797,101	\$838,588	\$3,893,107
Deobligated from Prior 5YPP Cycles **		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	(\$1,110,995)	(\$313,895)	\$0	\$0
ROLL-UP of EPs 34-35							
Cash Flow Programmed in 5YPP		\$350,517	\$719,553	\$13,098,101	\$5,714,166	\$6,552,202	\$32,682,867
Total Cash Flow Allocated		\$2,752,745	\$1,320,110	\$13,098,101	\$5,714,166	\$1,424,609	\$24,587,120
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	(\$3,002,785)
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$5,127,593	\$11,098,532
Total Cash Flow in 2014 Strategic Plan		\$3,752,745	\$9,212,294	\$5,956,629	\$5,194,369	\$5,450,256	\$30,923,126
Total Deobligated from Prior 5YPP Cycles		\$1,759,741	\$0	\$0	\$0	\$0	\$1,759,741
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$6,513,238	\$5,993,440	\$4,891,494	\$0
Programmed							
Pending Allocation/ Appropriation							
Board Approved Allocation/ Appropriation							



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 12/05/17 Board Meeting: Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions

RECOMMENDATION Information Action

- Program \$6.08 million (estimated) of the Transportation Authority’s share of Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Program funds (Cycle 1 funds estimated at \$4.08 million; Cycle 2 funds estimated at \$2 million) to San Francisco Public Works (SFPW) for the following street resurfacing projects:
 - Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation (\$2,051,000)
 - Alemany Blvd Pavement Renovation (\$2,029,000)
 - Various Locations Pavement Renovation No. 42 (\$2,000,000)
- Authorize the Executive Director to enter into an agreement designating SFPW as the implementing agency for the aforementioned projects in compliance with LPP guidelines
- Approve a fund exchange of \$4.1 million in LPP formula funds programmed to SFPW street resurfacing projects with an equivalent amount of Prop K funds to fund environmental studies for San Francisco’s US 101/I-280 Managed Lanes LPP Fund Exchange project, with conditions

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

SUMMARY

The State is encouraging programming LPP Cycle 1 funds (Fiscal Years (FYs) 2017/18-2018/19) to construction projects to show voters the benefits of SB 1. We recommend programming our Cycle 1 and 2 (FY 2019/20) funds to SFPW street resurfacing projects, which have a good delivery track record and highly visible benefits. We also recommend concurrent approval of a fund exchange of \$4.1 million in LPP funds with an equal amount of Prop K funds for the US 101/I-280 Managed Lanes project, which was identified as a priority in the San Francisco Transportation Plan. Implementation of the project is anticipated to be competitive for the SB 1 Congested Corridors Program.

DISCUSSION

Background. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that increases funding for local streets and roads, multi-modal improvements, and transit operations. The funding package, estimated at more than \$50 billion over 10 years, was signed by Governor Brown on April 28, 2017 and both expands existing programs (e.g. the Active Transportation Program, the State Transportation Improvement Program, and the State Transit Assistance Program), and directs the state to create new programs to support local and regional transportation priorities.

SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional transportation agencies that have sought and received voter approval of or imposed taxes or fees solely dedicated to transportation. The CTC adopted program guidelines on October 18 that allocate 50% of the program (\$100 million annually) through a Formulaic Program and 50% through a Competitive Program. As administrator of the Prop K transportation sales tax and the Prop AA vehicle registration fee, the Transportation Authority receives a share of LPP formula funds. For Cycle 1, the Transportation Authority's share is estimated to be \$4.08 million (\$2.051 in FY 2017/18 and \$2.029 in FY 2018/19).

The first LPP call for projects is now underway. The CTC will adopt a Formulaic Program of projects covering FYs 2017/18 and 2018/19 in the initial cycle (Cycle 1), and plans to adopt annual programs of projects thereafter. The CTC and Caltrans have strongly encouraged jurisdictions to program this first cycle of SB 1 funds to projects that are construction ready to demonstrate the benefits of SB 1 to voters, particularly ahead of a potential SB 1 repeal effort.

Recommended LPP Formulaic Program Priorities. For Cycles 1 and 2 of the LPP Formulaic Program (FY 2017/18 to 2019/20), we recommend programming our LPP funds, estimated at \$6.08 million over the two cycles, to three SFPW street resurfacing projects summarized in Attachment 1 with more detail provided in the Project Information Forms included in Attachment 2.

We identified street resurfacing projects as good candidates for the initial LPP programming cycles because of 1) the steady pipeline of construction ready projects, 2) the size of the projects (\$4 million to \$6 million) is a good match with the anticipated size of our LPP formula share, and 3) the street resurfacing program has a steady source of funds from Prop K to provide the dollar for dollar required local match to the LPP funds. SFPW has identified the projects listed in Attachment 1 after considering the available funding, project cost and ability to meet the strict timely use of fund requirements set out by the LPP Formulaic Program guidelines, as well as the ability to accommodate the proposed LPP/Prop K fund exchange described below.

The LPP program guidelines allow eligible recipients such as the Transportation Authority to identify a different entity as the implementing agency for LPP funded projects. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds established by the CTC. To receive funds, the Transportation Authority and SFPW will need to jointly submit a project nomination to the CTC. It's possible there will be minor changes to our share of LPP funds estimated by CTC's staff. If that's the case, we will work with SFPW to adjust the amount of LPP received by each project accordingly. We would adjust proposed Prop K funding when the projects submit allocation requests to the Board for approval.

Recommended Prop K/LPP Fund Exchange for US 101 Managed Lanes project. We are recommending concurrent approval of a fund exchange of \$4.1 million in LPP formula funds for SFPW street resurfacing projects with an equivalent amount of Prop K funds for the environmental review phase of the San Francisco's US 101/I-280 Managed Lanes project. As presented in Agenda Item #8, the Managed Lanes project will provide buses, carpoolers, and other vehicles in the lane

Agenda Item 9

faster travel time and reliability. Agenda Item #9 includes a Prop K appropriation request to fully fund the preparation of the Caltrans Project Initiation Document (PID), a state required project scoping document for any project on the state highway system. The environmental phase would commence following completion of the PID.

Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named “targeted” corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources that we are exploring include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.

Prop K 5-Year Prioritization Program (5YPP) Amendment. To make sufficient Prop K funds available to provide the dollar-for-dollar LPP match requirement for the street resurfacing projects and to reflect the fund exchange, we have worked with SFPW on a proposed amendment to the Prop K Street Resurfacing Category 5YPP. The proposed amendment would program Prop K funds to the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation project (\$2.8 million) and the Alemany Boulevard Pavement Renovation project (\$3.2 million), and add the US 101/I-280 Managed Lanes LPP Fund Exchange project (\$4.1 million). Fully funding these projects would require reprogramming the cumulative programming capacity available from projects completed under budget (\$989,603) and eliminating the Prop K programming for the Fillmore Street and the Madrid Street/Morse Street/Paris Street Pavement Renovation projects (totaling \$9,154,336), which SFPW is advancing using non-Prop K sources.

Attachment 3 details the proposed programming changes to the Street Resurfacing 5YPP.

Next Steps. Following Board approval of the programming for the LPP Formulaic Program, we will submit jointly with SFPW our project nominations for Cycle 1 to CTC before its December 15 deadline. The CTC is scheduled to adopt the Cycle 1 LPP Formulaic Program of Projects at its January 31, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority’s adopted FY 2017/18 budget associated with the recommended action. Appropriation of the Prop K funds for the environmental clearance phase of the US 101/I-280 Managed Lanes project is subject to a separate Board action anticipated in FY 2018/19. The Prop K funds would be added to future year budgets, following Board approval.

CAC POSITION

The CAC was briefed on this item at its November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Agenda Item 9

Attachment 1– Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds

Attachment 2 – Prop K Project Information Forms

Attachment 3 – Prop K Street Resurfacing 5-Year Prioritization Program Amendment

RESOLUTION ADOPTING THE 2017 SAN FRANCISCO CONGESTION MANAGEMENT PROGRAM (CMP) AND ISSUING AN OFFICIAL FINDING THAT THE CITY AND COUNTY OF SAN FRANCISCO IS IN CONFORMANCE WITH THE CMP

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is required by state law to update the CMP on a biennial basis; and

WHEREAS, The legislative intent of state congestion management law is to tie transportation project funding decisions to measurable improvements in mobility and access, while taking into account the impacts of land use decisions on local and regional transportation systems; and

WHEREAS, The CMP has several required elements, including a designated congestion management roadway network, biennial monitoring of automobile level of service on this network, a multimodal performance element, a uniform transportation analysis database, travel demand management provisions, a land use impacts analysis program, and a multimodal capital improvement program; and

WHEREAS, The 2017 CMP update reflects developments pertaining to the Transportation Authority's CMA activities since 2015, including system performance data collection and analysis, transportation policy changes and initiatives at the regional and state levels, and progress of the Transportation Authority's planning and project oversight efforts; and

WHEREAS, The 2017 CMP was prepared to comply with all pertinent requirements of State law, including relevant amendments, and, by agreement with the Metropolitan Transportation Commission (MTC), to comply with implementation of portions of Federal surface transportation law; and

WHEREAS, Adoption of the 2017 CMP is essential to achieve compliance with state



congestion management mandates, as well as to ensure the City's continued eligibility for various state and federal transportation funding sources; and

WHEREAS, The 2017 CMP needs to be submitted to the (MTC) for adoption; and

WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the 2017 CMP and after considerable discussion about the transportation system performance trends, unanimously adopted a motion of support for its adoption and further urged the Transportation Authority and other city agencies to accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the 2017 San Francisco CMP; and be it further

RESOLVED, That the Transportation Authority hereby finds that the City and County of San Francisco is in conformance with the requirements of the CMP, pursuant to Section 65089 of the California Government Code; and be it further

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

Attachment:

1. CMP Executive Summary

Enclosures (2):

- A. 2017 San Francisco Congestion Management Program
- B. CMP Technical Appendices

EXECUTIVE SUMMARY

A. Introduction

The San Francisco Congestion Management Program (CMP) is a biennial program conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. In the years since, the Transportation Authority has designated most of the city as an Infill Opportunity Zone, enabling the use of alternatives to LOS for purposes of monitoring transportation system performance¹ (although it still reports LOS for planning purposes). The agency has evolved its CMP to include more multimodal and system performance monitoring, in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.² In November 2013, the state passed SB 743, which specifically repeals automobile delay as measured by LOS as a significant environmental impact in environmental review, and tasks the Office of Planning and Research (OPR) with preparing guidance on appropriate alternative metrics. Locally, San Francisco acted to replace LOS with Vehicle Miles Travelled (VMT) as the city's CEQA transportation impact measure, in Spring 2015.

The CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, in order to effectively manage congestion, improve air quality, and facilitate sustainable development. To achieve this, the CMP law is based on five mandates:

- Require more coordination between federal, state, regional, and local agencies involved in the planning, programming, and delivery of transportation projects and services;
- Favor transportation investments that provide measurable and quick congestion relief;
- Link local land use decisions with their effect on the transportation system;
- Favor multimodal transportation solutions that improve air quality; and
- Emphasize local responsibility by requiring a Congestion Management Agency (CMA) in each urban county in the state.

The purpose of the 2017 San Francisco Congestion Management Program (CMP), prepared by the San Francisco County Transportation Authority, (the Transportation Authority) is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);

¹ See 2009 SB1636 Infill Opportunity Zone legislation and SFCTA Resolution R10-38

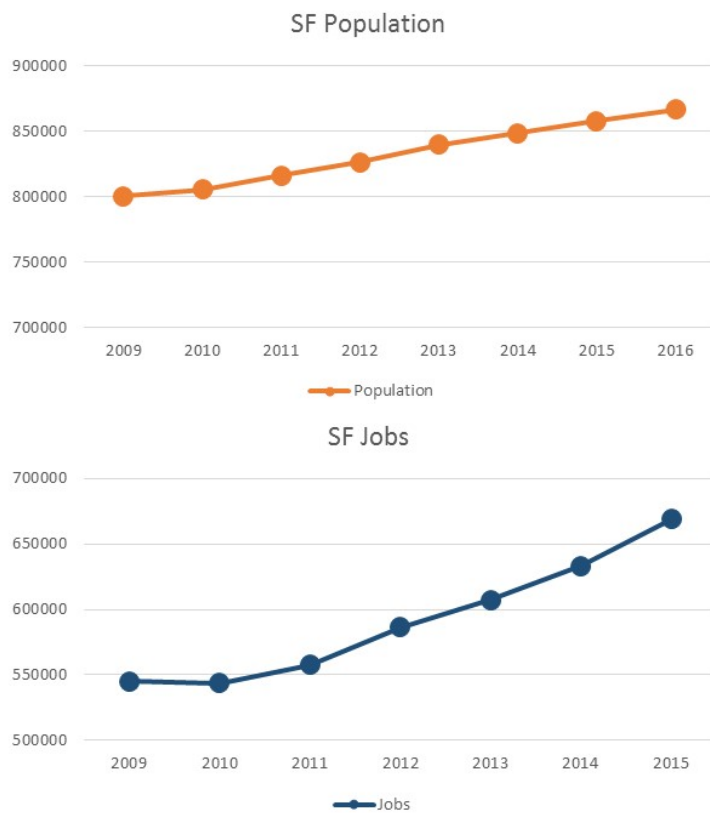
² In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

- Describe San Francisco’s congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2017/18 and 2018/19.

B. State of Transportation

San Francisco is an employment and population hub in a region that has continued to experience tremendous growth, outpacing all projections. Since 2009, San Francisco has added over 50k residents and over 100k jobs (see Figure 0-1). Between 2014 and 2016 alone, San Francisco added 20,000 residents, bringing the total population to 870,000, and the daytime population (which includes non-residents who work in the city) is well over one million. Employment growth during this same two-year period has also been torrid. According to the Bureau of Labor Statistics, total employment in San Francisco during these two years increased by almost 10%, from 640,000 to 703,000 jobs. This continues the trend of job growth exceeding population growth in the county by a factor of about three to one. Housing production, on the other hand, is lagging. This means that people are coming to San Francisco for work but live elsewhere and commute into the city. Strategies to managing congestion are key to maintaining our accessibility as the city grows. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

Figure 0-1: San Francisco Population and Job Growth since 2009



Source: MTC Vital Signs / American Community Survey

Roadway Level of Service

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have decreased since 2015 for most measured time periods and road types. Average arterial travel speeds have decreased 7% from 14.6 mph to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. In the PM peak, the average travel speed for freeways has remained generally flat, increasing slightly from 26.2 mph to 26.4 mph, although most of these facilities continued to operate at the lowest levels of service. While the overall declines in speeds between 2015 and 2017 indicate a continuing degradation of roadway performance, these declines were less significant than the declines between 2013 and 2015. Overall roadway performance has been declining since 2009 (see Figure 0-2).

Figure 0-2: CMP Network Average Travel Speed Change

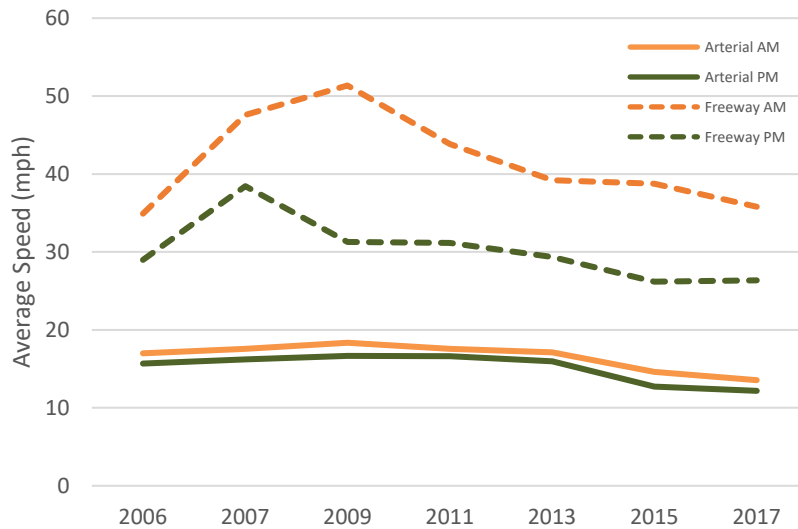


Figure 0-3 shows where the congestion is greatest in the county, primarily concentrated in the downtown and South of Market neighborhoods, and on the freeways and the arterials serving these freeways. An interactive version of this map that allows users to view historical trends can be found at cmp.sfcta.org.

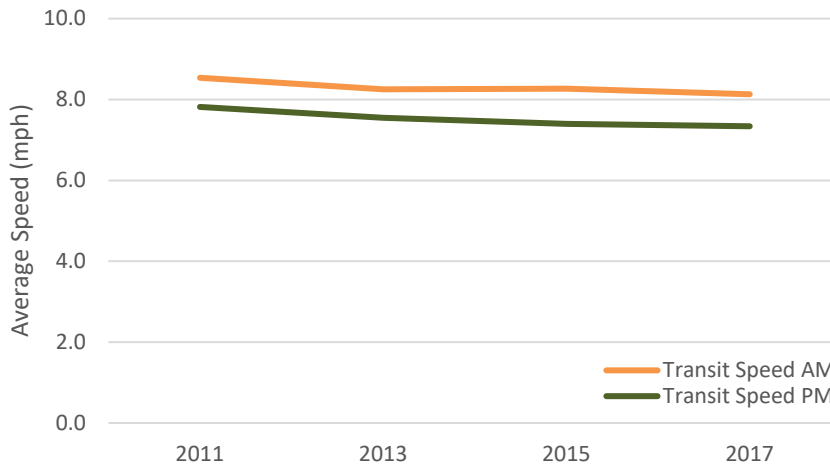
Figure 0-3: Overall Average Transit Speeds Trend for CMP Network



Transit Speeds

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds. Transit speeds on the CMP network declined slightly since 2015, although this decline was less than the decline in roadway speeds on the CMP network, and less than the decline experienced on roadways overall. Compared to 2015, the average transit speed (collected for buses only) in 2017 on the CMP network in the AM peak declined 2% from 8.26 to 8.13 mph. In the PM peak period also transit speed declined 1% from 7.40 to 7.34 mph. This relatively better performance for transit as compared with vehicles may be attributable to the city’s expanded efforts to provide on-street transit priority during this period.

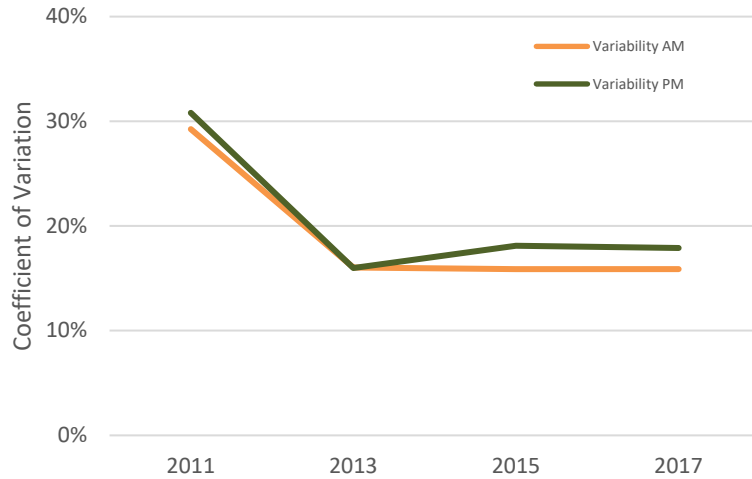
Figure 0-4: Overall Average Transit Speeds Trend for CMP Network



Transit Travel Time Reliability

Transit speed information is also used to calculate measures of transit travel time reliability. Figure 0-5 shows that transit travel time reliability is relatively good, despite increasing roadway congestion, and that this travel time reliability has remained steady between 2015 and 2017, preserving the transit reliability gains observed between 2013 and 2015. Again, this result is an indicator of the effectiveness of the city’s on-street transit priority efforts.

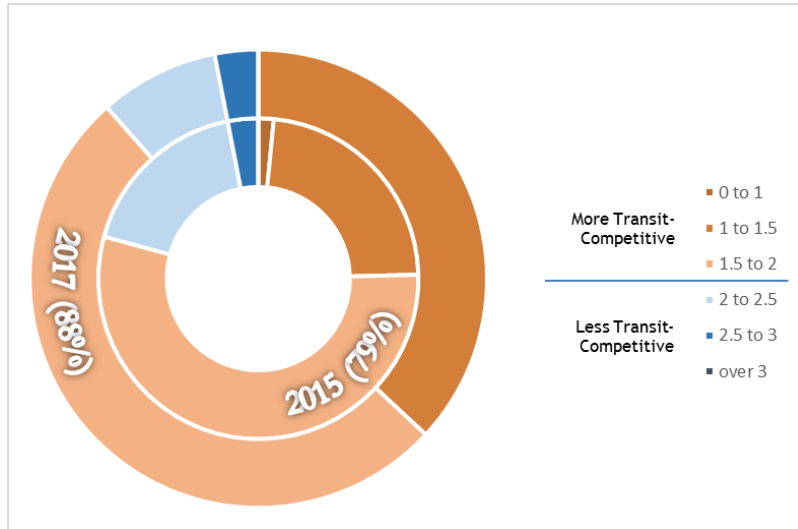
Figure 0-5: Transit Travel Time Reliability



Auto-Transit Travel Time Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure 0-6, transit speeds continued the trend of improving, relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%. Overall, between 2015 and 2017 the average auto-to-transit speed ratio improved from 1.77 to 1.67 in the AM peak and 1.72 to 1.66 in the PM peak.

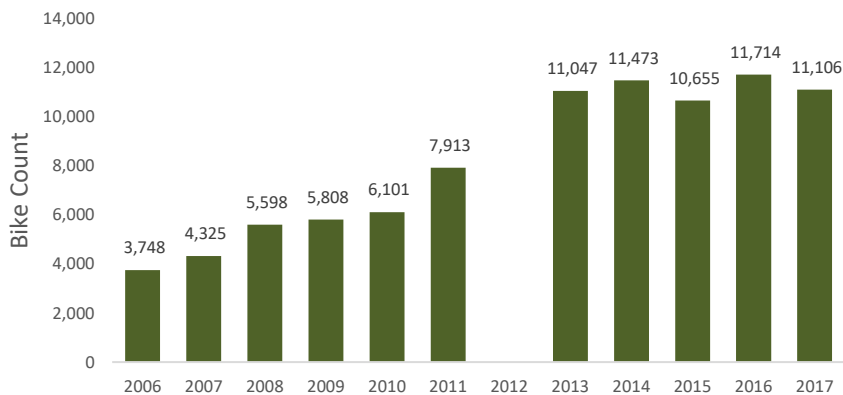
Figure 0-6: Auto-Transit Speed Ratio



Multimodal Volumes

The City and County of San Francisco has placed a high priority on shifting travelers’ modes to increase the number of trips made by walking and bicycling. Figure 0-7 shows bicycle counts collected by SFMTA from 2006 through 2017. It must be noted that, while count locations have been increasing, the figure reflects counts from a subset of the same 19 counters for all years. The most recent data suggests that bicycle ridership has remained steady over the past five years.

Figure 0-7: Bicycle Volumes

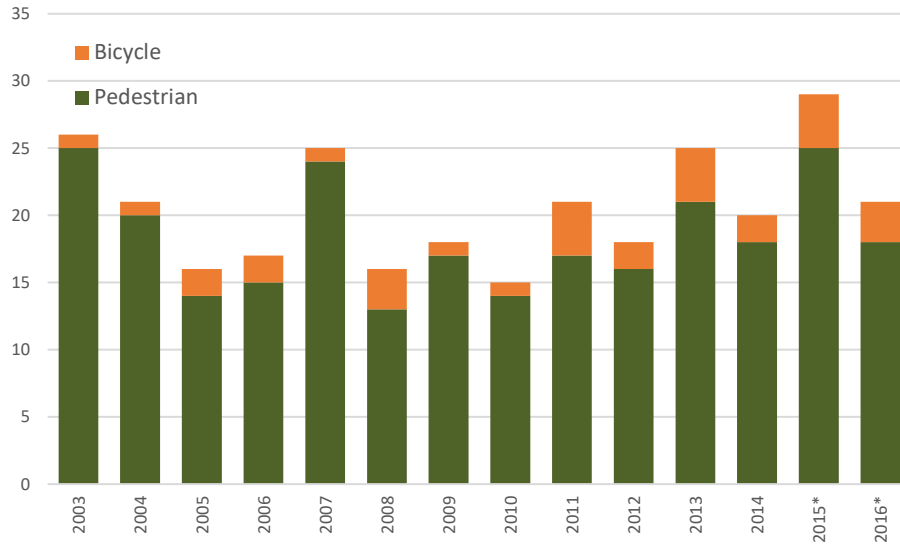


Pedestrian and Bicycle Safety

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for the city of San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure 0-8 illustrates the number of

pedestrian and bicycle fatalities in San Francisco since 2013. It shows that while non-motorized fatalities were lower in 2016 than in 2015, there appears to be an overall increasing trend in the absolute number fatalities since 2010, a period of rapid city housing and job growth.

Figure 0-8: Pedestrian and Bicycle Fatalities



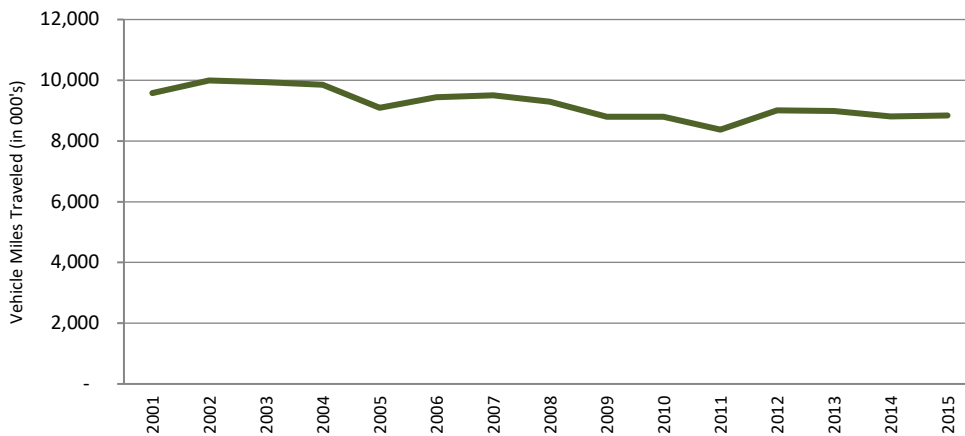
* provisional data

Other Measures

Vehicle Miles Traveled (VMT)

There is evidence that these long-term congestion management strategies are working. As shown in Figure 0-9, vehicle miles traveled (VMT), a measure of the amount of total amount of driving, has generally been holding steady, and is noticeably lower than the levels reached in 2002 and 2003. Given the rapid growth of households and jobs in the city during this timeframe, this flat VMT trend indicates that the city’s Transit First policies are working.

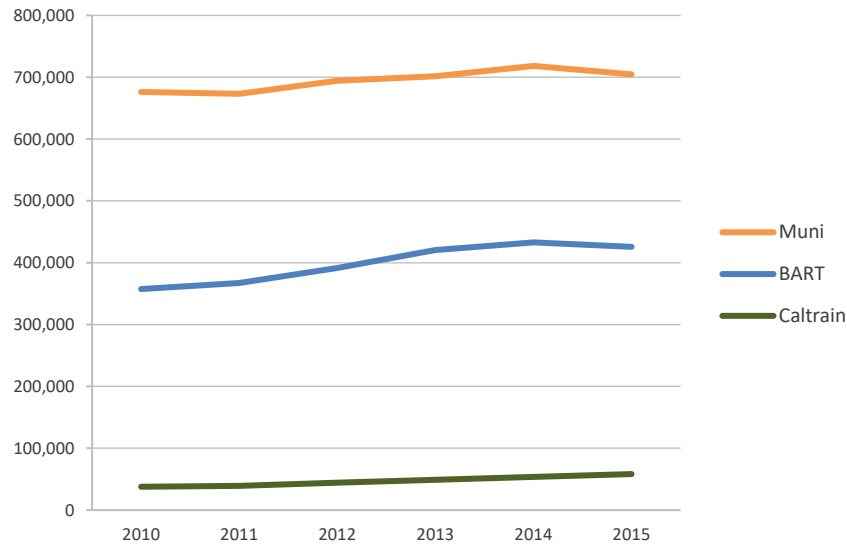
Figure 0-9: Vehicle Miles Traveled



Transit Volumes

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and a handful of commuter bus lines, help move people into and around the city efficiently. Privately sponsored and operated services are also adding needed capacity. But as demand grows, our major transit systems are becoming crowded. Between 2010 and 2014, ridership on the three largest transit providers in San Francisco has been growing, however both Muni and BART saw decreases in ridership in 2015, as shown in Figure 0-10.

Figure 0-10: Average Daily Passengers by Transit Operator



Transportation Network Company (TNC) Volumes

Transportation network companies (TNCs) such as Uber and Lyft have become an increasingly visible presence on San Francisco streets, but until recently, there has been no comprehensive data source to help the public and decision-makers understand how many TNC trips occur in San Francisco, how much vehicle travel they generate, and their potential effects on congestion, transit ridership, and other measures of system performance. In 2017, the SFCTA released a report, *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*, that revealed that there are a significant number of TNC trips occurring within San Francisco – over 170,000 on a typical weekday and over 220,000 on Fridays and Saturdays. In addition, the report showed that these trips primarily occur in the most congested parts of the city, at the most congested time of day. Table 0-1 indicates that it is estimated that TNCs may comprise up to 25% of peak period intra-San Francisco vehicle trips in the supervisorial districts that encompass South of Market and downtown. Recent research from UC Davis also suggests that the TNC trips draw from other sustainable modes such as transit, cycling and walking, as well as result from newly generated trips, rather than replacing driving trips.³

³ Clewlow and Mishra, "Disruptive Transportation: the Adoption, Utilization and Impacts of Ride-Hailing in the United States", UC Davis Institute of Transportation Studies, October 2017.

Table 0-1: TNC Share of Intra-SF Vehicle Trips by Supervisor District

Supervisor District	% AM	% PM
1	8%	7%
2	20%	17%
3	19%	20%
4	4%	3%
5	14%	13%
6	25%	26%
7	5%	4%
8	10%	8%
9	10%	9%
10	7%	7%
11	3%	2%

C. What are we doing to manage congestion?

C.1 | Managing Demand for Travel

San Francisco has a robust set of travel demand management (TDM) programs, policies, and requirements designed to enable and encourage people to make trips by transit, walking, and biking and to smooth vehicle circulation. These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
 - » Central SoMa Land Use Plan
 - » Central Waterfront development projects
 - » Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
 - » Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
 - » Commuter Benefits Ordinance and Emergency Ride Home Program
 - » SFMTA Commuter Shuttle Policy
 - » SFMTA Carsharing Policy
 - » BART Smart Travel Rewards Pilot Project
 - » Parking Management and SF*park*
 - » SF Moves Neighborhood TDM Outreach Pilot Project
 - » Travel Demand Management Ordinance

» Bayview Moves Pilot Project

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area, the region's Sustainable Communities Strategy, identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

- PDA Planning Projects
 - » Rail Storage Alternatives Analysis and I-280 Boulevard Feasibility Study
 - » Embarcadero Multimodal Design
 - » Bayshore Multimodal Facility Location Study
 - » M-Oceanview Realignment
 - » Ocean Avenue Streetscape Plan
 - » Market/Noe Streetscape Design
 - » Balboa Reservoir TDM

C.2 | Planning Projects

Connect SF, a long-range effort to define the desired and achievable transportation future for San Francisco, was launched in 2016 as a partnership between the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development. The effort will produce a roadmap to arrive at that future, and will include a major update to the San Francisco Transportation Plan (SFTP), which was passed in 2013, with a minor update in 2017. The 2017 update includes a progress report on projects, policies, and planning studies that support and complement the 2013 SFTP's investment priorities; revises transportation funding revenue forecasts, updates project costs, and reassesses projects previously identified for funding; and identifies new planning efforts and policy papers that are underway or anticipated to begin soon. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- Vision Zero Program
- MTC Regional Core Capacity Transit Study
- Freeway Corridor Management Study (managed lanes/carpool lane feasibility)
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance)
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- Emerging Mobility, Commuter Shuttle, Late Night Transportation, and School Transportation sector studies

- San Francisco Subway Vision

C.3 | Funding and Delivering Projects

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs - primarily capital infrastructure improvements, through grant programs such as Proposition K transportation sales tax, Proposition AA vehicle registration fee, and regional One Bay Area Grants (OBAG), and coordinating with other local and regional agencies to apply for state and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- BART New and Renovated Vehicles
- Central Subway
- Caltrain Extension to a new Transbay Transit Center
- Caltrain Electrification

In its role as Congestion Management Agency, as part of the OBAG framework for distribution of federal transportation funds, the Transportation Authority prepared the Transportation Investment and Growth Strategy and, through OBAG Cycle 2 has programmed funds to the following projects:

- Better Market Street
- Embarcadero Station: New Northside Platform Elevator and Faregates
- Geary Bus Rapid Transit Phase 1
- John Yehall Chin Elementary Safe Routes to School
- Caltrain Electrification
- San Francisco Safe Routes to School Non-Infrastructure 2019-2021

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Presidio Parkway (co-sponsor with Caltrans)
- Folsom Street Off-Ramp Realignment (lead)
- Yerba Buena Island I-80 Interchange Improvement Project (lead)



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 12/5/17 Board Meeting: Approval of the 2017 San Francisco Congestion Management Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2017 San Francisco Congestion Management Program (CMP)</p> <p>SUMMARY</p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities and demonstrates conformity with state congestion management law. The 2017 CMP incorporates several substantive updates, including 2017 system performance monitoring results; the updated CMP Capital Improvement Program; updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2015.</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"/> Other: _____
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DISCUSSION

Background.

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities. Through the CMP, the Transportation Authority also monitors the City’s conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City’s transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

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The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

The CMP also contains the Transportation Authority’s technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

2017 CMP Update: The 2017 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2015. Key updates include the following:

- **Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team Iteris, conducted roadway LOS monitoring on the CMP

Figure 1. CMP Network Average Peak Period Automobile Travel Speed

Facility Type	Spring 2015	Spring 2017
Arterial AM	14.6 mph	13.6 mph
Arterial PM	12.7 mph	12.2 mph
Freeway AM	38.8 mph	35.8 mph
Freeway PM	26.2 mph	26.4 mph

network during the spring of 2017. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2015 and 2017 are shown in Figure 1. Average arterial travel speeds have decreased 7% from 14.6 miles per hour (mph) to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. However, in the PM peak, the average travel speed for freeways remained generally flat, with a slight improvement by 1% from 26.2 mph to 26.4 mph. While the overall declines in speeds between

2015 and 2017 indicate a continuing degradation of roadway performance, these declines were smaller in magnitude than the declines between 2013 and 2015, which are documented in the 2015 CMP report.

- **Transit Performance:** Similarly, average Muni bus speeds on the CMP network decreased between 2015 and 2017, but at a much lower rate than auto speeds. The net effect is that transit has become more competitive with driving, as indicated by drop in the ratio of auto speed to transit speed in AM peak from an average of 1.77 in 2015 to 1.67 in 2017.

The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2017 monitoring period were 8.13 mph in the AM peak period and 7.34 mph in the PM peak. Compared to the last monitoring cycle in 2015, speeds declined by approximately two percent in the AM peak period and one percent in the PM peak period.

Transit speed variability is measured in terms of what percent of the average transit speed is the standard deviation. An increase in this measure implies increased variability in transit speeds and hence decreased reliability. Over the current monitoring period, transit speed variability has remained consistent over the past few years and in 2017, the PM variability at 18% is slightly higher than the AM variability at 16%.

- **Transit to Automobile Travel Time Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. In the current period, transit speeds continued the trend of improving relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%.
- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city’s efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. Updates to Transportation Sustainability Program’s (TSP) three components (Invest: Transportation Sustainability Fee; Align: CEQA Reform; and Shift: Transportation Demand Management) are also included. It reflects advancements in TDM studies and plans, including the BART Smart Travel Rewards Pilot (BART Perks) and Parking Supply and Utilization Study (PSUS). It includes updates on the city’s policies for commuter shuttles, carsharing, bikesharing.
- **Land Use Impacts Analysis Program:** This chapter has been updated to reflect the adoption of Priority Conservation Areas (PCAs) under Plan Bay Area and the One Bay Area Grant (OBAG) which promotes development within Priority Development Areas (PDAs) in the Bay Area. It includes a discussion of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and the Metropolitan Transportation Commission’s (MTC’s) Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority’s coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.

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- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2017 CMP reflects program updates since adoption of the 2015 CMP, most notably 2016 and 2017 Transportation Fund for Clean Air county programs, Cycle 4 of the Lifeline Transportation Program, OBAG Cycle 2, and the 2017 Prop AA Strategic Plan. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.

Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Presidio Parkway, the Transbay Transit Center and Caltrain Downtown Extension, Caltrain Electrification, the Central Subway, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.

- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2015, and model enhancements are discussed in the 2017 CMP, along with required documentation of consistency with MTC modeling practices.

FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its November 29, 2017 special meeting where members engaged in considerable discussion about the transportation system performance trends, particularly the citywide averages revealing declining auto speeds and transit speeds holding steady. The CAC approved an amended motion of support for the adoption of the 2017 CMP and further, urged the Transportation Authority and other city agencies to accelerate planning for dedicated transit right of way investments such as subways and bus rapid transit, with special consideration for improvements serving the west side of the city. Several CAC members commented that these types of improvements were required to really make a difference in congestion. While not part of the amended motion, various CAC members suggested that it would be useful to show transit and auto speed data at a corridor level so the benefits of transit investments like "red carpet" dedicated transit lanes can be seen instead of being masked by citywide averages. Other CAC members reiterated the desire for more data and evaluation of the impacts of TNC's on congestion, transit operations and transit ridership.

SUPPLEMENTAL MATERIALS

Agenda Item 10

Attachment 1 – Draft CMP Executive Summary

Enclosure A – Draft 2017 San Francisco Congestion Management Program

Enclosure B – CMP Technical Appendices

RESOLUTION APPROVING THE 2018 STATE AND FEDERAL LEGISLATIVE PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2018 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, Congestion Management Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its special November 29, 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 does hereby adopt the attached 2018 State and Federal Legislative Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2018 State and Federal Legislative Program

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
1. Funding	<p>a. Protect transportation funding</p> <p>b. Enact new revenue and financing measures for transportation</p>	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes. • Educate public about transportation projects funded by recently approved funding programs and associated benefits • Support efforts at the state to raise additional transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts at the state to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible • Advocate for a next phase of the California Road Charge Pilot Program, which concluded in 2017.
	c. Secure cap and trade revenues for transportation	<ul style="list-style-type: none"> • Maintain funding for current transportation and housing programs and seek opportunities to direct additional cap and trade funds to them. • Advocate for the dedication of a significant portion of the next cap and trade expenditure plan (after 2020) to transportation and to San Francisco's investment priorities.
	d. Increase funding for affordable housing	<ul style="list-style-type: none"> • Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation. • Support efforts to establish new, dedicated state funding for affordable housing. • Support legislative efforts to reduce barriers to the construction of new housing, in particular affordable and moderate rate housing.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
	e. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority.
	f. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to broaden the definition of disadvantaged communities (DACs) to better align with San Francisco’s communities of concern.
	g. Improve implementation of state grant programs (e.g. cap and trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> • Advocate for programming and allocation processes that are clear, streamlined, and flexible,. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
2. Policy Initiatives	a. Advance San Francisco’s Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Support efforts to improve safety for all road users, including bills that provide municipalities the flexibility to reduce speed limits. • Seek advancement of state legislation to authorize a pilot program to test Automated Speed Enforcement on San Francisco’s high injury network.
	b. Support the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Support funding for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and autonomous vehicles. • Seek authorization to pilot an autonomous vehicle pilot on Treasure Island.

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San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE	
Area	Strategy
<p>c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> • Seek authorization for the operation of managed lanes on US-101 and I-280. • Support new legislation that promotes innovative TDM strategies and authorizes their implementation, potentially including the implementation of tolling on the crooked portion of Lombard Street, subject to Board approval. • Advocate to limit the number of clean air vehicle stickers allowing hybrid and electric single-occupancy vehicles' use of managed lanes to avoid degrading performance. • Support MTC's efforts to strengthen enforcement of High Occupancy Vehicle lanes.
<p>d. Advance the adoption and integration of emerging mobility innovations in a way that balances their benefits and impacts, and ensures safety, equity and accessibility</p>	<ul style="list-style-type: none"> • Support legislation and regulation to ensure that shared mobility services (e.g. Transportation Network Companies, commuter shuttles) balance their benefits and impacts, and ensure safety, equity, and accessibility. • Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate. • Advocate to require open access to critical data. • Participate in local and state efforts to develop a policy framework for testing, deploying, and regulating autonomous and connected vehicles and consider pursuing pilot opportunities.
<p>e. Authorize parking policy reform</p>	<ul style="list-style-type: none"> • Support SFMTA's coordination with other public parking stakeholders on policy advocacy efforts, including accessible parking reform.
<p>f. Modernize Congestion Management Program (CMP) regulations</p>	<ul style="list-style-type: none"> • With other Congestion Management Agencies (CMAs), lead the development of legislation on CMP reform to support key policies and reinforce CMAs' role in state, regional, and local transportation planning and funding.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
3. High-Speed Rail (HSR)	<p>g. Reform level of service requirements</p> <p>Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Support the Governor's Office of Planning and Research on California Environmental Quality Act (CEQA) rulemaking for implementation of Senate Bill 743 requiring alternative traffic impact analysis measures. • Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the Memorandum of Understanding to develop a blended system. • Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

FEDERAL		
Area	Goal	Strategy
4. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act. • Support an increase in transportation and housing investment under any new infrastructure funding initiative. • Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.

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San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

FEDERAL		
Area	Goal	Strategy
	b. Secure federal appropriations for San Francisco's Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> • Advocate that Congress approves annual New Starts appropriations consistent with the Full Funding Grant Agreements for the Central Subway and Caltrain Electrification projects. • Work with local and regional partners to secure federal funding for San Francisco's next New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Better Market Street, Geary Boulevard BRT, and the Caltrain Downtown Extension.
	c. Increase local sales tax revenue through the Marketplace Fairness Act	<ul style="list-style-type: none"> • Support efforts to apply state and local sales tax rates to online purchases.
5. Transportation Policy Initiatives	a. Preserve and expand pre-tax commuter benefits on par with parking benefits b. Advance connected and autonomous vehicle regulations that advance safety and preserve local control	<ul style="list-style-type: none"> • Defend the pre-tax commuter and employer benefit for transit and bicycling. • Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and shared mobility. • Support efforts to regulate connected and autonomous vehicles that aim to accelerate safety, mobility, environmental, equity, and economic benefits while ensuring the availability of collected data to enable research and inform future policies. • Partner with state and local governments to advocate for regulations that preserve the ability of jurisdictions to appropriately oversee safe operation of vehicles on their own highways and local roads.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

PROJECT DELIVERY AND ADMINISTRATION (State and Federal)		
Area	Goal	Strategy
6. Project Delivery	<p>a. Expand use of innovative project delivery strategies for transportation infrastructure</p> <p>b. Seek integrated state and federal environmental impact studies and streamlined permitting</p>	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA). • Advocate for more efficient environmental processes (both CEQA and National Environmental Policy Act (NEPA)) to reduce administrative inefficiencies, expedite project delivery, and reduce costs. • Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative restrictions when multiple fund sources are used on a single project. • Oppose legislation and regulations adversely affecting our ability to efficiently and effectively contract for goods and services, conduct business, and limit or transfer the risk of liability and support legislation and regulations that positively affect our effectiveness.



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 12/5/17 Board Meeting: Approval of 2018 State and Federal Legislative Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2018 State and Federal Legislative Program</p> <p>SUMMARY</p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2018 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners and focuses on advancing San Francisco’s priority projects, protecting existing transportation funds, authorizing new revenues, advancing the City’s Vision Zero goals, engaging in the regulation of new transportation technologies, and expanding the use of pricing and other innovative project delivery and financing approaches.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input 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: _____
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DISCUSSION

Background.

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and legislative advocacy consultant in Sacramento will use this program to plan strategy and communicate positions to the City’s legislative delegations in Sacramento and Washington D.C., and other transportation agencies and advocates.

The proposed 2018 State and Federal Legislative Program reflects key principles, gathered from our common positions with the Mayor’s Office, City agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority, and developing recommendations for positions as appropriate.

2017 Legislative Outcomes.

The highlight of the year was the passage of Senate Bill (SB) 1 (Beall), the Road Repair and Accountability Act of 2017 which represented the largest transportation funding package in the Legislature's history. It will raise around \$54 billion over the next decade to help address the state's neglected roadway and public transit systems with ongoing, dedicated funding from increases in transportation user fees. San Francisco is expected to receive over \$60 million annually in formula programs, and stands to receive significant additional funding from various competitive grant programs. Another significant piece of transportation funding legislation for the Bay Area was the approval of SB 595 (Beall) authorized the MTC to place on the ballot in nine Bay Area counties a toll increase of up to \$3 on the seven state-owned Bay Area toll bridges, which would fund up to \$4.5 billion in transit and highway improvements to reduce congestion and improve travel options in bridge corridors. The expenditure plan includes funding for San Francisco priorities such as BART expansion vehicles, new Muni vehicles and facility upgrades, Core Capacity transit improvements, and the Caltrain Downtown Extension. As a first step toward addressing the state's affordability crisis, the Legislature and Governor Brown also advanced a package of bills to fund affordable housing and streamline approvals for qualified housing developments.

2018 State and Federal Legislative Program.

Our 2018 State and Federal Legislative Program (Attachment 1) continues many of the themes from the previous year, emphasizing advancing San Francisco's priority projects and programs, protecting existing transportation funds, authorizing new transportation revenues, supporting allocation of state cap and trade revenues for transportation, improving the implementation for state grant programs, engaging in the regulation of new transportation technologies, supporting the city's Vision Zero goals, and expanding the use of pricing and other innovative project delivery and financing approaches. It also supports increased revenues and redevelopment-like tools to help accelerate the production of moderate and affordable housing.

At the state level, we will continue to work with the San Francisco Municipal Transportation Agency and the City and County of San Francisco on a priority legislative effort to authorize the use of cameras for automated speed enforcement. The Legislature is expected to develop the 2020 cap and trade expenditure plan, so we will advocate that transportation maintains or exceeds its current funding level and look for ways to advance San Francisco's priority projects and programs. We will support efforts at the state level to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations, and may also work with City partners to pursue authorization for one or more local revenue measures in forthcoming recommendations of the San Francisco Transportation Task Force 2045(Finally, we may seek legislation that would leave the door open for San Francisco to join Santa Clara and San Mateo Counties in exploring managed lanes along the length of US 101, and seek authorization for tolling on the crooked portion Lombard Street to manage demand, subject to Board approval.

At the federal level, our efforts will focus on ensuring that Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act, and securing federal appropriations for San Francisco's current and future transit capital priorities such as Central Subway, Better Market Street, and the Caltrain Downtown Extension. We will also carefully monitor a flurry of activity happening around federal regulations for autonomous and connected vehicles to

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ensure state and local governments maintain the ability to oversee safe operation of vehicles on their own highways and local roads.

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 November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2018 State and Federal Legislative Program

MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2017

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County
Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2017.

Enclosure:

1. Audit Report for the Year Ended June 30, 2017



Memorandum

Date: November 30, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 12/05/17 Board Meeting: Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2017

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2017</p> <p>SUMMARY</p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Comprehensive Annual Financial Reporting (Audit Report) for the year ended June 30, 2017 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (VTD). Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from VTD, with no findings or recommendations for improvements. The full audit report is enclosed.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

Under its Fiscal Policy (Resolution 18-07), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2017 were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency’s financial condition, position, and operations in all material respects were fairly presented.

Discussion.

The Audit Report includes an introductory section, the overall basic financial statements, a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year, footnotes, required supplemental information, other supplementary information which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that VTD issued all unmodified opinions and had no findings or recommendations for improvements. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, VTD has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants was expended during the year, a single audit was performed on the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, VTD has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2016/17 budget and there would be no impacts to the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC was briefed on this item at its November 29, 2017 special meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Enclosure 1 – Comprehensive Annual Financial Report for the Year Ended June 30, 2017



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Memorandum

Date: November 21, 2017
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: December 5, 2017 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. The larger Van Ness Improvement Project, totaling \$316.4 million, combines the core BRT project with 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. Currently utility upgrades are underway. The SFMTA will present a progress update at the December 5 Board meeting.</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> <hr/>
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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 coordination, with support from on-call consultant HNTB for specialized tasks.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles

replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

The project is replacing water, sewer and emergency firefighting water systems (AWSS) at two work zones. One work zone is located on the southbound side of Van Ness Avenue between Sutter and McAllister Streets and the other work zone is located on the northbound side of Van Ness Avenue between Lombard and Jackson Streets.

To make room for these work zones, southbound lanes on Van Ness Avenue were shifted on November 2 and northbound lanes were shifted on November 15. Existing lane markings were removed, new lanes were marked and temporary traffic signals have been installed. At certain locations, two lanes traveling in the same direction separate to pass on either side of median islands where 12 trees are protected for construction. Bus stops have been temporarily relocated and temporary boarding platforms have been installed. Blue zone parking for people with disabilities, loading zones and street furniture such as newspaper stands, bus shelters, bike racks and trash cans have also been temporarily relocated.

In the two work zones construction activities are underway including saw cutting and removal of the roadway, utility potholing to locate and verify existing utilities, and trenching for duct banks that will power the overhead contact system and other traffic systems. Poles for the Overhead Contact System and street lighting have been ordered from the manufacturer.

To limit the inconvenience to residents living on the corridor and to expedite the construction schedule, project staff canvassed corridor businesses for written permission to waive San Francisco’s “holiday moratorium.” This waiver was approved, allowing construction to proceed during business hours between Thanksgiving and New Year’s Day on most project corridor blocks, except between Eddy and O’Farrell streets.

Current Issues and Risks.

A schedule recovery plan was submitted by Walsh Construction, the prime contractor, that the city is assessing for time and cost, with consideration for their impacts on San Francisco residents and businesses. Walsh’s plan projects recovery of 127 days of the current 271 days the project is behind schedule and includes eight primary options for project acceleration. Four of these were adopted and are being implemented. The other four options require city approval, and evaluation of those is underway by the city. To reduce the schedule delay even further, there are three secondary options tentatively proposed that are being studied for feasibility.

To accelerate the project, the SFMTA and SFPUC are working closely with Walsh. Traffic control plan approval, as well as water and sewer approvals processes have been streamlined, and the majority of Ranger Pipelines’ submittals for sewer work have been approved. Coordination of the upcoming water work including reviewing submittals and Requests for Information (RFIs) is underway. To help in this effort, additional staff have been engaged by the SFMTA and Walsh Construction.

While recovery plans are underway, there are risks that could cause additional delay, such as a particularly wet rainy season or the discovery of unknown underground utilities. Project staff is actively addressing concerns of businesses and residents adjacent to the work zones. The SFMTA is closely monitoring traffic conditions where lane shifts have increased traffic congestion.

The SFMTA has rejected two contractor claims related to the water and sewer subcontract package and is working with Walsh Construction to resolve disputes.

Project Schedule and Budget.

The project budget and schedule have been updated, and both budget and schedule now include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current projections, revenue service will start in fall of 2020.

Table 1 shows the estimated budget for the project by phase as well as expenditures to date for the Core BRT project. All the constructions funds have been previously allocated or programmed to the project.

Table 1: 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	\$ 41.842	26%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 68.63	36%

¹As of November 2017.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

VANNESS

IMPROVEMENT PROJECT



Board - December 5, 2017

San Francisco County Transportation Authority

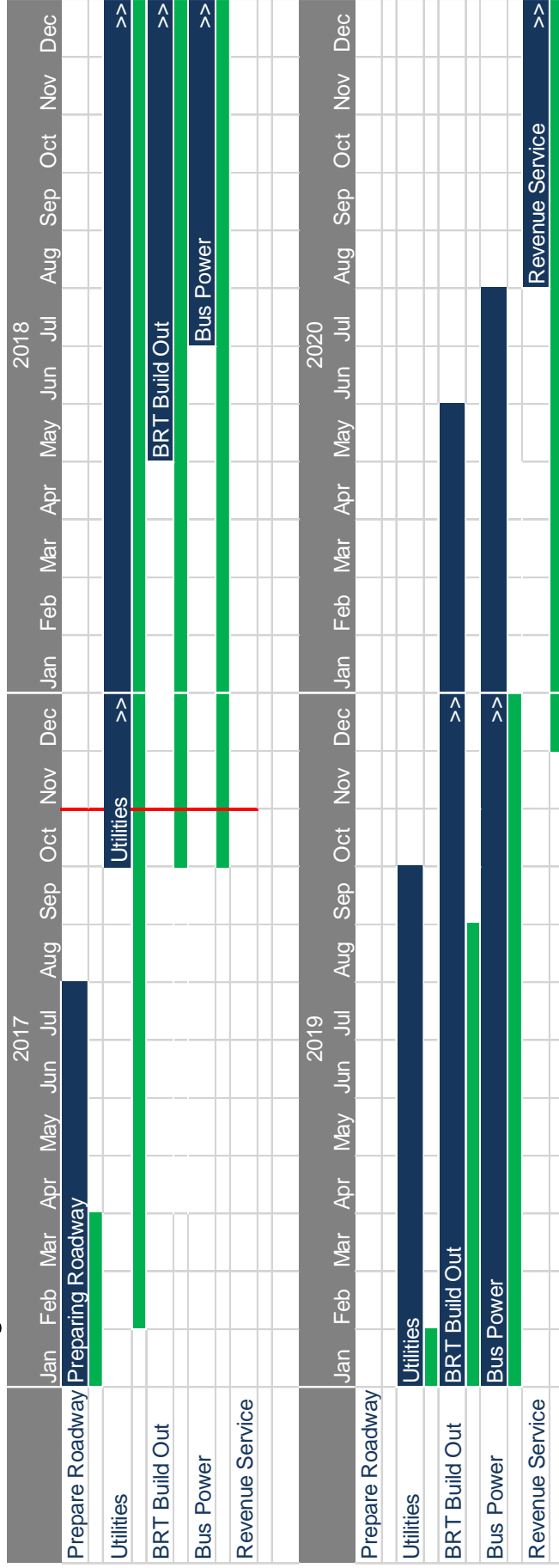




Van Ness Avenue is the backbone of civic life in San Francisco and one of the most important thoroughfares connecting the region. This project will make the street accessible and enjoyable for everyone through:

- The City's first Bus Rapid Transit system, a globally proven solution to improve transit service and address traffic congestion.
- Utility maintenance including repaving the street and replacing water and sewer systems to ensure reliability.
- Public improvements like more efficient street lighting, new sidewalk lighting and landscaping.

• Project Schedule



Schedule

- Recovery plan submitted by Walsh, SFMTA assessing options
 - Time and cost
 - Consideration for San Francisco residents and businesses
 - Projected 127 day recovery:
 - Implementing 4 acceleration options
 - Pending city approval, additional 4 acceleration options (evaluation by city is underway)
 - For additional savings, 3 additional recovery options proposed, studying for feasibility

Recent Milestones

- Sewer and water subcontract signed
- Created 2 construction zones:
 - New traffic lanes marked, traffic shifted
 - Temporary bus boarding platforms installed
 - Color curb zones, street furniture relocated

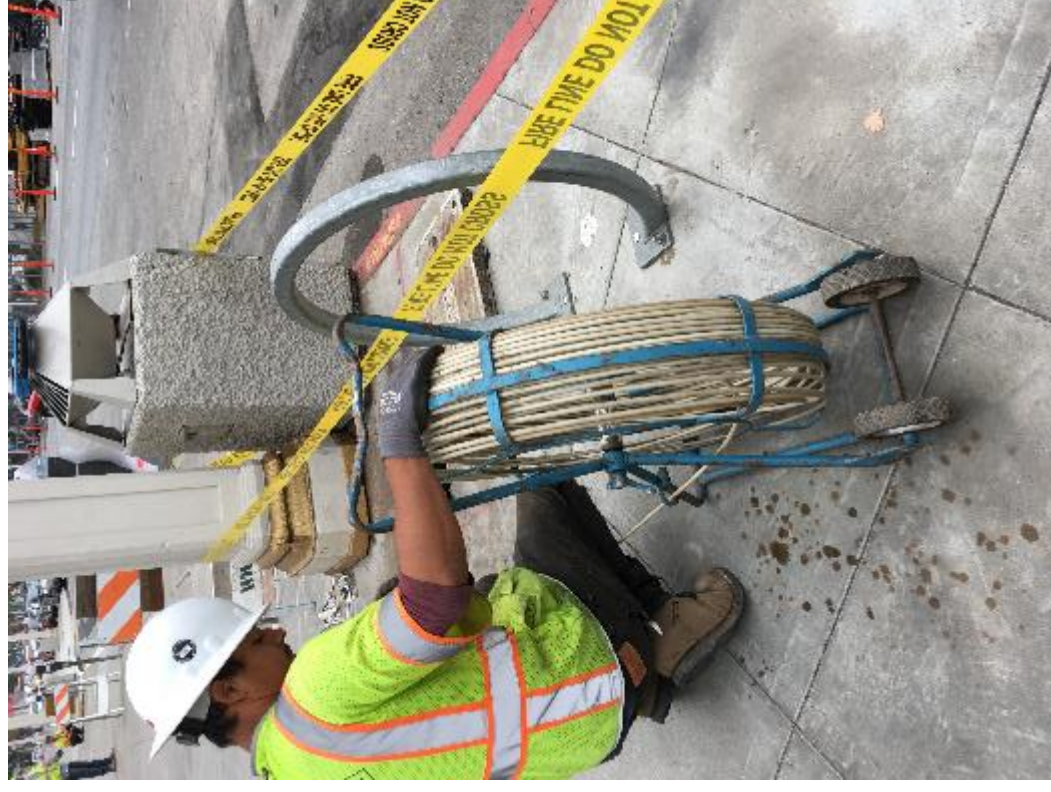


Recent Milestones

- Holiday Moratorium waiver approved (except Eddy-O'Farrell)
 - Allows construction during business hours, Thanksgiving – New Year's Day
 - Staff canvassed businesses for permission
 - Limits inconvenience to residents, expedites construction schedule
 - Night work is still required when work requires roadway to be limited to one lane in a direction

Milestones underway

- Installing hubs to monitor emergency firefighting water system (AWSS)
- Saw cutting and removal of the roadway
- Pot holing to confirm utility locations
- Utility trenching for duct bank that will power the overhead contact system and other traffic systems



Upcoming milestones

- Phase 1 utility work
 - Installing twin sewers
 - SFPUC is in collaboration developing construction plan
 - Replacing water main
 - SFPUC coordination of final cutover ongoing
 - Replacing parts of emergency firefighting water system (AWS)

- Ongoing
 - Weekly 14-day Construction Forecast (web, email, text message), weekly “Weekend Release” press release
 - Twice weekly Community Drop-in Office Hours (Tue. 2:00-4:00 p.m., Fri. 10:00 a.m.-noon, excluding holidays)
 - 72-hour noticing for night work
 - “Meet the Expert” speaker series
 - Active Van Ness BRT Community Advisory Committee and Van Ness Business Advisory Committee
 - Briefings to public officials
 - Quarterly newsletters
 - Open for Business marketing program



Thank you



VAN NESS

IMPROVEMENT
PROJECT

sfmta.com/van Ness



SFMTA
Municipal
Transportation
Agency





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RESOLUTION RATING THE PERFORMANCE OF THE EXECUTIVE DIRECTOR FOR 2017 AND ADOPTING THE EXECUTIVE DIRECTOR'S PERFORMANCE OBJECTIVES FOR 2018

WHEREAS, The Transportation Authority's Administrative Code establishes that the Personnel Committee (Committee) shall conduct an employee performance evaluation of the Executive Director by December 31 of each year for the Executive Director's work performance for the current year; and

WHEREAS, Board-adopted procedures require that the record of accomplishments be tracked against Board-established objectives for the Executive Director for the annual period being evaluated; and

WHEREAS, The Committee shall evaluate the Executive Director's performance annually based on mutually agreed upon objectives; and

WHEREAS, On November 28, 2017, the Committee conducted the performance evaluation according to the adopted format and procedures; and

WHEREAS, The Board-adopted evaluation worksheet allows for ratings of Outstanding, Exceptionally Good, Very Good, Satisfactory and Needs Improvement; and

WHEREAS, The Personnel Committee considered the key accomplishments, contained in Attachment 1, and issues relative to the Executive Director's performance during 2017 and recommended a rating of Exceptionally Good, reflecting its perception of the performance of the Executive Director against Board-established objectives for 2017; and

WHEREAS, The proposed Executive Director objectives for 2018, contained in Attachment 2, are consistent with the annual work program adopted by the Transportation Authority Board on June 27, 2017 through Resolution 17-56 as part of the budget; and



WHEREAS, On November 28, 2017, the Personnel Committee reviewed and unanimously recommended approval of the Executive Director objectives for 2018; now, therefore, be it

RESOLVED, That the Transportation Authority hereby rates the performance of the Executive Director during 2017 as Exceptionally Good; and be it further

RESOLVED, That the Transportation Authority hereby adopts the attached objectives for the Executive Director for 2018.

Attachments (2):

1. 2017 Record of Accomplishments
2. Executive Director Objectives 2018



2017 Record of Accomplishments for Tilly Chang, Executive Director

This section presents a narrative of the Executive Director's accomplishments for 2017, in relation to annual program objectives set by the Board in November 2016 through Resolution 17-18.

Performance against Objectives

1. Advance Key Work Program Activities.

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

Planning Activities

- Ensured inclusion of all of San Francisco's priorities in Plan Bay Area (PBA) 2040 update; engaged in the development of a regional action plan to address affordability, displacement, and access to jobs as well as to advance other plans goals. Worked with our Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) Commissioners as well as city stakeholders to begin implementation of the Plan through development of new fund source guidelines that link transportation investment to the region's housing goals.
- Completed San Francisco Transportation Plan (SFTP) 2017 update and completed new local revenue measure fact sheets (to support SF Transportation Task Force 2045).
- Supported development of long-range Connect SF Vision; scoped related work for next SFTP update, including Needs Assessment, Transit Corridors Study, and Streets and Freeways Study.
- For policy paper on emerging mobility services and technologies, completed definition, guiding principles, inventory, and evaluation metrics. This sector includes connected and autonomous vehicles, bike-/e-bike-/car-share, microtransit, carpooling, ridehailing, on-demand goods delivery, and others. Evaluation is underway.
- Completed TNCs Today, a profile of activity by transportation network companies (transportation network companies (TNCs), e.g. Uber & Lyft) in San Francisco; established and initiated a program of additional research on analytic and policy questions regarding TNCs. Secured planning grant from 11th Hour Foundation to support follow-on research including TNCs and Equity. Certified Geary Corridor Bus Rapid Transit (BRT) Environmental Impact Report and prepared final draft Final Environmental Impact Statement for Federal Transit Administration review.
- Supported progress toward completion of Planning Department Railyard Alternatives and I-280 Boulevard Study, and strengthened implementation plans for Caltrain Downtown Extension, Caltrain Electrification and High-Speed Rail.
- Continued project development efforts for Treasure Island Tolling System implementation, working with partner agencies (Bay Area Toll Authority, Water Emergency Transportation Authority, Alameda-Contra Costa Transit District, San Francisco Municipal Transportation Agency (SFMTA) to advance Treasure Island Mobility Management (TIMM) Program.
- Substantially completed Freeway Corridor Management Feasibility Study (Phase 2) and negotiated Caltrans Project Initiation Document Cooperative Agreement to develop US

101 managed lanes in coordination with San Mateo and Santa Clara counties; initiated outreach efforts.

- Completed planning and design for five freeway ramp intersections in South of Market Area (SOMA) (District 6 Neighborhood Transportation Improvement Program (NTIP)); now pursuing implementation; initiated Caltrans-funded planning and design efforts for an additional 10 freeway ramp intersections in SOMA (District 6).
- Completed Lombard Crooked Street Study (District 2 NTIP); initiated follow-on project to identify the physical and operational details, including user experience, of a reservations and pricing system for automobile access to the Crooked Street.
- Completed District 9 NTIP Alemany Bicycle and Pedestrian Access planning study and facilitated design work through SFMTA-led NTIP Phase 1 Capital project.
- Completed and evaluated Phase 1 of Bay Area Rapid Transit District (BART) Smart Travel Rewards Pilot (BART Perks), and worked with BART to support implementation of Phase 2 of project.
- Completed Bayview Moves Pilot program in partnership with community-based organizations (CBOs); supported CBOs efforts develop an ongoing program that will sustain successful elements of the pilot.
- Launched on-line Data Portal to provide easy access to key SF transportation statistics and information on roadway and transit congestion, TNCs, and existing and future travel patterns, and continued to expand Data Vision.
- Prepared 2017 Congestion Management Program update and developed accompanying visualization tool.
- Enhanced SF-CHAMP and conducted modeling for the Transportation Authority and external partners.

Fund Programming and Administrative Activities

- Administered Prop K sales tax (including NTIP and other fund programs). Programmed a subset of San Francisco's project priorities for over \$40 million in federal One Bay Area Grant Cycle 2 funds, with remaining Safe Routes to School priorities anticipated to be adopted in December.
- Adopted the 2017 Prop AA Strategic Plan, programming over \$23 million in vehicle registration fee revenues in Fiscal Years 2017/18 through 2021/22.
- Programmed more than \$14 million in state Regional Transportation Improvement Program funds made available through Senate Bill (SB) 1.
- Identified street resurfacing projects to be funded through the first cycle of the SB1 Local Partnership Program formula share and a related Prop K fund exchange to fund environmental clearance for the US 101/I-280 Managed Lanes Project (Board action anticipated in December).
- Programmed over \$725,000 in Transportation Fund for Clean Air funds to projects that will improve air quality through reduced motor vehicle emissions.
- Continued to support full funding plan for Caltrain Electrification with regional partners, which achieve a major milestone in May with award support of the Full Funding Grant Agreement for Federal New Starts funds.
- Strengthened funding plan for the TIMM Program delivery and first five years of operation; obtained \$5.3 million federal grant for tolling system and autonomous vehicle implementation, sought to secure multi-year operating and funding agreements.

- Supported the SFMTA application for Geary BRT to Federal Transit Administration Small Starts program.
- Continued to closely manage, utilize and pay down existing debt program (Revolver Loan), monitored project cash flows to inform long term debt needs; and successfully managed the agency's first bond issuance of \$248,250,000 in sales tax revenue bonds.
- Fitch Ratings and Standard & Poor's raised the issuer ratings to AAA and AA+, respectively.
- Secured continued clean audit(s).
- Advanced efforts to secure new revenues for transportation, targeting the 2018 ballot; helped lead San Francisco's participation in Regional Measure 3 (RM3) Bridge Toll discussions and expenditure plan development.

Capital Project Delivery and Oversight Activities

- Completed I-80/Yerba Buena Island (YBI) East Side on-off Ramps Improvement project.
- Delivered Vista Point site improvements.
- Secured \$30 million in full funding approvals for the Southgate Road Relocation improvements portion of the project, started environmental analysis documentation efforts.
- Completed environmental documentation efforts and prepared YBI West-Side Bridges Retrofit Project for bid utilizing Construction Management/General Contractor delivery approach. Won multiple industry awards for YBI East Side Ramps project including California Transportation Foundation Project of the Year award.
- Oversaw construction of Transbay Transit Center and supported development of consensus on Caltrain Downtown Extension delivery strategy and funding plan.
- Supported the SFMTA in delivering near-term Geary Corridor improvements, oversaw design of Phase 1 BRT project.
- Supported Van Ness BRT construction efforts, including environmental compliance monitoring.
- Supported delivery of Mansell Avenue project.
- Coordinated settlement of contractor claims with Caltrans; oversaw Presidio Parkway implementation coordination for final landscaping scope.
- Advanced I-280 Interchange modifications at Balboa Park including preparation of final draft environmental studies and Caltrans draft Project Report.

2. Board Support, Project Reporting and Consultation.

THIS OBJECTIVE HAS BEEN MET.

- Checked in regularly with Chair and Board members to seek guidance and input.
- Helped staff regional roles including MTC, ABAG, Bay Area Air Quality Management District, BART, Transbay Joint Powers Authority, Caltrain and other bodies as needed.
- Staffed ongoing Vision Zero Committee meetings.
- Staffed ongoing TIMMA operations and policy board meetings.
- Reviewed and improved formats for Board memoranda.
- Initiated District 9 Freeway Vision Study.
- Initiated District 10 Mobility Management Study, secured grant funding from Toyota Mobility Foundation for this work.
- Conducted scoping of next-stage School Transportation plans and hearings.

- Organized Commissioner and Board aide delegation London trip to join C40 Mobility Academy.
- Procured Independent Oversight consultant to help review key agency programs and activities.
- Served (Executive Director) on ABAG Regional Planning Committee.
- Supported identification of NTIP planning priorities for Districts 8 and 10 and NTIP capital priorities citywide; secured Board adoption of NTIP planning project final reports for Districts 1, 2, 5 and 9.

3. Promote Customer Service and Efficiency

THIS OBJECTIVE HAS BEEN MET.

- Enhanced Prop K Portal to increase functionality for sponsors and staff; nearly completed the design of an online allocation request form (anticipated to go live in early 2018).
- Continued to work with sponsors to further streamline grant allocation and administration.
- Developed scope, procured contractor and initiated effort to develop a significant upgrade to MyStreetSF.com – the agency’s on-line interactive project map; upgrades to include new back-end software, more user-friendly look and features, and more efficient back-end maintenance.
- Continued to develop refined grants management dashboards and project management reports through further integration of the enterprise resource planning tool (accounting software) and the Portal to increase staff efficiency and effectiveness.
- Developed user-friendly visualization tools for TNCs Today and Congestion Management Program Update projects.

4. Work Collaboratively with Partner Agencies

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

- Continued to partner and coordinate on revenue, legislative and policy advocacy including supporting legislative authorization (SB 595) for RM3, a potential 2018 regional revenue measure, the San Francisco Transportation Task Force 2045 (looking at local revenue measures), and the PBA 2040 action plan.
- Advocated for and supported Caltrain/High-Speed Rail compatibility.
- Advocated for efficient, flexible and performance-based state fund program guidelines (e.g. SB 1).
- Advocated for passage of Assembly Bill 342, Automated Speed Enforcement authority to support Vision Zero goals.
- Collaborated with city and regional agencies on Connect SF (e.g. on the 2065 Vision, Needs Assessment, Transit Corridor Study, and Streets and Freeways Study).
- Completed the Bay Area Core Capacity Transit Study, including modeling of Muni Metro alternatives, to address short and medium-term solutions; worked with MTC and BART to initiate study of long-term alternatives, including a potential second rail crossing of the bay.
- Continued to provide technical assistance on Transportation Sustainability Program, Better Market Street, Railyard/Boulevard Study and 19th Avenue/M-Line Transit Corridor Project, and Late-Night Transportation Study Phase II.

- Established an interagency working group to advance the San Francisco Transportation Demand Management Plan.
- Collaborated with the Planning Department to update the Transportation Investment and Growth Strategy per MTC requirements.

5. Promote Inclusive Public Engagement

THIS OBJECTIVE HAS BEEN MET.

- Held annual Disadvantaged Business Enterprise outreach event, continued outreach efforts and partnered with CityBuild on a multi-year procurement.
- Explored providing workforce development and training opportunities in partnership with the Office of Economic and Workforce Development.
- Participated in the citywide advancing racial equity efforts and incorporated racial equity in human resources policies and practices.
- Ensured outreach efforts, especially for the Connect SF, reached a diverse and inclusive cross-section of San Francisco stakeholders.
- Continued to support SFTP Equity analysis priority programs including Vision Zero and NTIP.

6. Provide Regional and State Leadership

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

- Actively participated in regional policy discussions at MTC and ABAG to shape the implementation of PBA 2040, worked effectively on cross-county initiatives, strengthened alliances between Big 3 cities and collaborated on transit investment, affordable housing and displacement issues.
- Provided local and regional leadership in RM3 funding discussions and expenditure plan development, supporting legislative approval of authorizing legislation (SB 595 (Beall)).
- Coordinated legislation and legislative advocacy with Self-Help Counties Coalition (SHCC), MTC, and Congestion Management Agencies (including for RM3).
- Tracked and helped shape implementation of statewide and regional managed lanes policies.
- Tracked and helped shape statewide and regional policies, pilots, and deployments on emerging mobility services and technologies; mobility as a service; autonomous vehicle regulations, uses of real-time travel information; and payments technology.
- Advocated for San Francisco priorities in Washington, D.C. with SF Chamber CityTrip delegation.
- Served on statewide California Transportation Foundation Board.
- Served on UC Connect Research Advisory Board.
- Elected (Executive Director) to SHCC Vice Chair position.
- Successfully hosted SHCC Focus on the Future annual conference.
- Served on peer review panel for California Transit Plan and State Rail Vision.

7. Facilitate Agency and Staff Development

THIS OBJECTIVE HAS BEEN MET.

- Continued filling new positions as funds become available: filled Management Analyst and Communications Officer positions. Agency is fully staffed at this time.

- Building on Organization Assessment recommendations, developed a new mission statement and created agency values statement; made further progress on implementing Organizational Assessment recommendations and Workplace Excellence initiative; established staff working group for feedback.
- Provided executive and mid-level management training courses.
- Began quarterly employee development training program.
- Held agency-wide offsite workshop as part of promoting racial equity and to understand structural racism.
- Continued to coach and mentor staff.
- Continued to develop staff capacity to oversee/manage projects and pilots in the following rapidly-changing areas: transportation demand management; real-time traveler/operator information; mobility payments technology; mobility as a service; and the full range of emerging mobility services and technologies).
- Continued to establish and implement guiding project management tools and procedures based on trainings; seek to coordinate these with the SFMTA, as appropriate.
- Continued updating policies and procedures, including further integration with the enterprise resource planning tool and develop of new system reports (accounting software).

8. Improve Internal and External Communications

THIS OBJECTIVE HAS BEEN MET.

- Pursued opportunities to promote agency work through op-eds, events, website, press outreach; continued “The Messenger” newsletter readership growth; expanded social media audience.
- Participated in numerous conferences as keynote and panel speakers.
- Expanded Communications team with hire of new Communications Officer.
- Continued to regularly meet with and strengthen relationships with civic groups, media, community-based organizations, neighborhood groups.
- Developing internal Communications Protocol outlining best practices for project-specific outreach/communications.
- Launched multi-year Branding and Communications Plan development effort.



Proposed Objectives for 2018

for

Tilly Chang, Executive Director

The purpose of this section is to establish tangible parameters against which the Board may be able to assess the Executive Director's performance during 2018.

I. Advance Key Work Program Activities

Planning Activities

1. Work with the Metropolitan Transportation Commission (MTC) and City stakeholders to implement Plan Bay Area 2040, advocating for changes to regional fund program guidelines and other policies to support regional goals and advance San Francisco's projects and priorities. Engage in the implementation of the regional housing action plan to address affordability, displacement, and access to jobs.
2. Support development of long-range Connect SF planning program through initiation of the San Francisco Transportation Plan 2050 update; complete Needs Assessment and Network Development phases; begin work on Transit Corridor Study and Streets and Streets and Freeway Study.
3. Complete Emerging Mobility Services and Technologies Study, including identifying recommendations for near-term pilot and regulatory approaches.
4. Complete transportation network company (TNC) research on relationship of TNCs with congestion, transit demand and equity and support related regulatory and pilot development efforts.
5. Obtain Federal approval of Geary Corridor Bus Rapid Transit (BRT) Final Environmental Impact Statement and issuance of Record of Decision.
6. Support completion of Planning Department's Railyard Alternatives and I-280 Boulevard Study, and strengthen implementation plans for Caltrain Downtown Extension and High-Speed Rail.
7. Procure Treasure Island Tolling System Integrators, finalize transit pass policies and further develop toll policies, and sign Memoranda of Agreements with partner agencies (Bay Area Toll Authority, Water Emergency Transportation Authority, Alameda-Contra Costa Transit District, and San Francisco Municipal Transportation Agency (SFMTA) to advance Treasure Island Mobility Management (TIMM) Program.
8. Prepare Caltrans Project Initiation Document to develop US 101 managed lanes project in coordination with San Mateo and Santa Clara counties, support completion of US 101 Corridor System Management Plan.
9. Lead Vision Zero ramps planning and design for 10 freeway ramp intersections in District 6 (D6).
10. Complete initial planning and conceptual design of D2 Lombard Crooked Street Congestion Management System.

11. Update and expand on-line Data Portal to provide easy access to key San Francisco transportation statistics and information on roadway and transit congestion and existing and future travel patterns, and continue to expand Data Vision.
12. Release latest SF-CHAMP version and conduct modeling for the Transportation Authority and external partners.
13. Develop approaches to quantify efficacy of travel demand management strategies.
14. Advance D9 Freeway Vision plan including feasibility assessment of infrastructure modifications to promote safety and livability and public engagement in D9 and D10.
15. Advance D10 Mobility Management study including through public engagement and solutions development activities.
16. Leverage funds to conduct D7 planning study for Access to Lake Merced and D11 improvements.

Fund Programming and Administrative Activities

1. Administer Prop K sales tax (including Neighborhood Transportation Improvement Program (NTIP)), Prop AA vehicle registration fee, Transportation Fund for Clean Air, and other fund programs.
2. Prepare the 2018 Prop K Strategic Plan Baseline for Board adoption, kicking off the 2018 Strategic Plan and 5-Year Prioritization Programs updates.
3. Conduct call for projects for \$2 million in Lifeline Transportation Program funds.
4. Continue to support full funding plan for Caltrain Electrification with regional partners.
5. Strengthen funding plan for the TIMM Program delivery and first five years of operation; seek to secure multi-year operating and funding agreements, and pursue Bay Area Air Quality Management District (BAAQMD), MTC and cap and trade funds for infrastructure and clean vehicles in cooperation with Treasure Island Development Authority (TIDA) and partner agencies.
6. Continue to closely manage and pay down existing debt program (Revolver Loan), and monitor project cash flows to inform long term debt needs.
7. Develop and implement continuous disclosure and reporting policies and practices for the debt program (Sales Tax Revenue Bonds).
8. Secure continued clean audit(s).
9. Help develop San Francisco priorities for SB 1 discretionary programs and secure grants for those projects; assist with transparency and accountability requirements of SB 1.

Capital Project Delivery and Oversight Activities

1. Oversee Presidio Parkway through project completion and closeout.
2. Closeout I-80/Yerba Buena Island (YBI) East Side on-off Ramps Improvement project; Secure environmental and design approvals for the Southgate Road Relocation improvements portion of the project, secure for construction contract bid.
3. Complete final design and prepare YBI East-Side Bridges Retrofit Project for bid utilizing Construction Management/General Contractor delivery approach.
4. Initiate Treasure Island autonomous shuttle pilot program and concept of operations for multi-modal trip planning/booking mobile application.
5. Oversee construction of Transbay Transit Center and support development of consensus on Caltrain Downtown Extension delivery strategy and funding plan.
6. Oversee Caltrain Electrification and CBOSS positive train control project delivery.
7. Support the SFMTA in delivering near-term Geary Corridor improvements and strengthening project's funding plan, oversee design and environmental compliance of BRT project.
8. Support Van Ness BRT construction efforts, including environmental compliance monitoring.
9. Advance I-280 Interchange modifications at Balboa Park including preparation of final environmental studies and Caltrans final Project Report.
10. Facilitate transition of 19th Avenue Bulbout and Lombard projects into construction phase, by helping to secure implementation funding.
11. Promote construction schedule coordination with implementing lead agencies.

II. Provide Board Support

1. Check in regularly with Chair and Board members to seek guidance and input.
2. Help staff regional roles (MTC, Association of Bay Area Governments (ABAG), BAAQMD, BART, Transbay Joint Powers Authority, Caltrain and other bodies as needed).
3. Staff ongoing Vision Zero Committee meetings.
4. Staff ongoing TIMMA operations and policy board meetings.
5. Review and improve formats for major capital project delivery reporting to Board and related documentation.
6. Serve (Executive Director) on ABAG's Regional Planning Committee.
7. Support identification of remaining NTIP planning priorities for D8 and NTIP capital priorities citywide; seek Board adoption of NTIP planning project final reports (anticipated in D4, D6, D7, D8, D10, D11).
8. Complete independent oversight assessment of key agency programs and activities.
9. Advance school transportation plans and hearings.
10. Conduct rail planning in Richmond corridor as part of ConnectSF Transit Corridors Study and facilitate public engagement in D1 and D4.

III. Promote Customer Service and Efficiency

1. Redesign MyStreetSF.com (including new back-end software, more user-friendly look and features).
2. Complete the transition to an online Prop K/AA allocation request form.
3. Enhance Prop K Portal to increase functionality for sponsors and staff.
4. Continue to work with sponsors to further streamline grant allocation and administration.
5. Continue to develop and refine grants management dashboards and project management reports through further integration of the enterprise resource planning tool (accounting software) and the Portal to increase staff efficiency and effectiveness.

IV. Work Collaboratively with Partner Agencies

1. Continue to partner and coordinate on revenue, legislative and policy advocacy including efforts to secure new local revenues for transportation (SF Transportation Task Force 2045).
2. Advocate for and support Caltrain/High-Speed Rail compatibility.
3. Advocate for efficient and performance-based state fund program guidelines.
4. Collaborate with city and regional agencies on Connect SF (e.g. on completing the 2065 Vision and Needs Assessment and initiating the Transit Corridor Study and Streets and Freeways Study).
5. Work with MTC and BART to initiate study of long-term alternatives, including a potential second rail crossing of the bay.
6. Participate in Executive Steering Committee for US 101 managed lanes development.
7. Continue to provide technical assistance on Better Market Street, Caltrain North Terminal Studies, and Late-Night Transportation Study Phase II.
8. Participate in interagency working group to advance the San Francisco Transportation Demand Management Plan.
9. Support BART's effort to implement a follow-up to the BART Perks incentive project.

V. Promote Inclusive Public Engagement

1. Continue Disadvantaged Business Enterprise outreach efforts and workforce supportive programs (CityBuild).
2. Explore providing workforce development and training opportunities including construction admin pathways in partnership with TIDA or the Office of Economic and Workforce Development.
3. Continue to explore citywide and dedicated training opportunities on promoting racial equity and further incorporate racial equity in agency policies and practices.
4. Ensure outreach efforts, especially for the Connect SF and San Francisco Transportation Plan (SFTP), reach a diverse and inclusive cross-section of San Francisco stakeholders.
5. Continue to support SFTP Equity analysis priority programs including Vision Zero and NTIP.
6. Improve agency website design and functionality.

VI. Provide Regional and State Leadership

1. Actively participate in regional policy discussions at MTC and ABAG to shape the implementation of Plan Bay Area 2040, working effectively on cross-county initiatives, strengthen alliances between Big 3 cities and collaborate on transit investment, affordable housing and anti-displacement issues.
2. Provide local and regional leadership in Regional Measure 3 ballot measure development, and serve as local resource for information and education on the measure.
3. Coordinate legislation and legislative advocacy with Self-Help Counties Coalition, MTC, and Congestion Management Agencies.
4. Advocate for passage of Assembly Bill 342 Automated Speed Enforcement and other legislative priorities as approved by Board.
5. Track and help shape implementation of statewide and regional managed lanes policies and pursue the option to toll under the Santa Clara Valley Transportation Authority's tolling program.
6. Track and help shape statewide and regional policies, pilots, and deployments on emerging mobility services and technologies; mobility as a service; uses of real-time travel information; and payments technology.
7. Advocate for San Francisco and city interests to manage TNCs and autonomous vehicles at state and federal levels.
8. Advocate for revisions to SB 1 program guidelines to allow more flexibility, development of strong project pipelines, efficient grant application processes, and support for San Francisco's project priorities.

VII. Facilitate Agency and Staff Development

1. Continue filling new positions as funds become available.
2. Continue to coach and mentor staff.
3. Conduct salary survey and update job descriptions.
4. Continue to develop staff capacity to oversee/manage projects and pilots in the following rapidly-changing areas: transportation demand management; real-time traveler/operator information; mobility payments technology; mobility as a service; and the full range of emerging mobility services and technologies.
5. Continue to establish and implement guiding project management tools and procedures based on trainings; seek to coordinate these with the SFMTA, as appropriate.
6. Continue updating policies and procedures, including further integration with the enterprise resource planning tool (accounting software).
7. Make further progress on implementing Organizational Assessment recommendations and Workplace Excellence initiative.

VIII. Improve Internal and External Communications

1. Complete agency-wide communications plan and branding strategy.
2. Update website and agency collateral/design templates.
3. Pursue opportunities to promote agency work through op-eds, events, website, press outreach; continue newsletter readership growth; expand social media audience.
3. Continue to regularly meet with and strengthen relationships with civic groups, media, community-based organizations, neighborhood groups.
5. Develop internal public engagement protocol outlining best practices for project-specific outreach/communications.
6. Complete TIMMA Communications Plan.
7. Develop outreach/communications protocol for the agency.

RESOLUTION SETTING ANNUAL COMPENSATION FOR THE EXECUTIVE DIRECTOR
FOR 2018

WHEREAS, On September 24, 2013, through Resolution 14-24, the Board appointed Tilly Chang as Executive Director of the San Francisco County Transportation Authority, effective October 1, 2013; and

WHEREAS, Through Resolution 17-19 the Board amended the employment agreement with Tilly Chang to extend the term of the agreement to December 31, 2019; and

WHEREAS, The Transportation Authority's Administrative Code establishes that the Board fixes the compensation level for the Executive Director; and

WHEREAS, Per the Personnel Manual, salary adjustments are not automatic based on cost of living or other indexes but are focused instead on rewarding performance; and

WHEREAS, On November 28, 2017 the Personnel Committee met, and after extensive consideration of the Executive Director's performance and other factors, recommended that the Executive Director's compensation be increased by 4% for 2018; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the Executive Director's compensation for 2018 by 4%, effective January 1, 2018.