



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 13, 2018; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Fewer, Kim, Ronen, Safai, Sheehy, Stefani and Yee

Clerk: Alberto Quintanilla

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3.	Approve the Minutes of the February 27, 2018 Meeting – ACTION*	13
4.	Appoint One Member to the Citizens Advisory Committee – ACTION*	17
5.	Adopt Positions on State Legislation – ACTION*	25
	Support: Assembly Bill (AB) 2865 (Chiu), AB 3059 (Bloom), AB 3124 (Bloom) and Senate Bill (SB) 1119 (Newman)	
	Oppose: Assembly Bill (AB) 2712 (Allen, Travis) and Senate Bill (SB) 1132 (Hill)	
6.	Approve a One-Year Professional Services Contract with lowercase productions in an Amount Not to Exceed \$150,000 for the Redesign and Upgrade of the Transportation Authority’s Website – ACTION*	31
7.	Allocate \$8,795,721 in Prop K Funds for Six Requests, with Conditions – ACTION*	39
	Projects: (SFMTA) Cable Car Pulley Rebuild (\$280,999); 19th Avenue Complete Streets (\$425,000); New Traffic Signals (Contract 64) (\$5,289,722); Intelligent Transportation Systems - Variable Message Signs (\$1,000,000); Intelligent Transportation Systems - Traffic Camera Deployment (\$1,200,000); and District 11 Near Term Traffic Calming [NTIP Capital] (\$600,000)	
8.	Authorize the Executive Director to Utilize the Construction Manager/General Contractor Delivery Method for the Yerba Buena Island Westside Bridges Retrofit Project – ACTION*	51
9.	Execute Contract Options for On-Call Legal and On-Call Transportation Planning Services in an Amount Not to Exceed \$2,500,000 – ACTION*	63

Board Meeting Agenda

Contracts: Nossaman LLP and Wendel, Rosen, Black & Dean LLP (\$700,000); Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP (\$1,800,000)

10. Extend the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period – **ACTION***

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Other Items

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

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

12. Public Comment

13. Adjournment

***Additional Materials**

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 28, 2018

1. Committee Meeting Call to Order

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

CAC members present: Myla Ablog, Kian Alavi, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and (8)

CAC Members Absent: Shannon Wells-Mongiovi (entered during item 6), Hala Hijazi and Bradley Wiedmaier (3)

Transportation Authority staff members present were Michele Beaulieu, Tilly Chang, Eric Cordoba, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Alberto Quintanilla, Oscar Quintanilla, Aprile Smith, Mike Tan and Eric Young

2. Chair's Report – INFORMATION

Chair Larson thanked Chris Waddling on behalf of the Transportation Authority and CAC for his 3 years of service as CAC chair. He reported that phase two of the Caltrain Downtown Extension Tunnel Alternatives Study, which expanded on the most promising aspects of the initial study to minimize cut-and-cover along the alignment, and the Board-requested Peer Review of three operational analyses to determine whether the Downtown Extension should have two or three tracks as it approaches the Transbay Transit Center were in their final stages. He said a full report on both studies would be provided to the Board and CAC in March.

He said that the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) hosted an emerging mobility design-thinking workshop in January and that the research identified at the workshop would be incorporated into the Emerging Mobility Studies Report, planned for release in the spring. He reported that the Transportation Authority continued to develop system enhancements to improve staff efficiency, inter-agency communication, and customer service and was in the process of making improvements to the mystreetSF.com mapping platform. He said that staff expected the project to be completed by June 2018.

Chair Larson mentioned an organized nighttime walkthrough through the Hairball with Commissioner Ronen and CAC representatives from Districts 9 and 10. He said the walkthrough was scheduled for April 11, 2018 and would be inspecting lighting throughout each section of the Hairball. He suggested that other CAC members let staff (Deputy Director Anna LaForte) know if they were interested in participating in the walkthrough.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the January 24, 2018 Meeting – ACTION
- 4. Exercise Contract Options for On-Call Legal and On-Call Transportation Planning

Services in an Amount Not to Exceed \$2,650,000 – ACTION

Contracts: Nossaman LLP and Wendel, Rosen, Black & Dean LLP (\$850,000); Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP (\$1,800,000)

5. Citizens Advisory Committee Appointment – INFORMATION

The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its March 13, 2018 meeting. The vacancy is the result of the term expiration of John Larson (District 7 resident), who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

There was no public comment on the Consent Agenda.

Chris Waddling moved to approve the Consent Agenda, seconded by Brian Larkin

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Absent: CAC Member Hijazi, Wells-Mongiovi and Wiedmaier (3)

End of Consent Agenda

6. Adopt a Motion of Support for Allocation of \$8,795,721 in Prop K Funds for Six Requests, with Conditions – ACTION

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

Vice Chair Sachs asked why closed-circuit television (CCTV) footage from traffic cameras was not recorded.

Robert Lim, Project Engineer at the SFMTA, said that when the traffic camera program started the SFMTA agreed with a condition requested by the Board of Supervisors to not record footage captured on traffic cameras.

Vice Chair Sachs contrasted the cost of the cable car pulley rebuild with the proposed new traffic signals work that would cost over 5 million dollars. He asked if the SFMTA had thought about buying the components of the traffic signals and doing the work themselves.

Dusson Yeung, Project Manager at the SFMTA, said the signal shop was not currently equipped to do heavy construction work (e.g. no excavators) and could only handle day to day maintenance. He said the signal shop did not have the staff expertise to complete the proposed project.

Vice Chair Sachs asked if it made better economic sense to hire additional signal shop staff, as opposed to using a contractor.

Mr. Yeung said that an analysis had not been done but that an advantage of hiring a contractor was that staff resources could increase or decrease depending on project workload.

Peter Sachs moved to sever the request for New Traffic Signals, seconded by Kian Alavi.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

Peter Tannen said from his prior experience working with the Department of Parking and Traffic,

he recalled that the largest cost for traffic signal installation was performing the excavation and putting in the conduits and that the SFMTA traffic signal shop normally worked on ground-level projects.

During public comment Jackie Sachs asked why bus stops were being removed from 19th Avenue and asked if the project considered the needs of elderly individuals that lived in District 4.

Vice Chair Sachs moved to approve the underlying requests, seconded by Chris Waddling.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Abstain: Wells-Mongiovi (1)

Absent: CAC Member and Wiedmaier (2)

Brian Larkin moved to approve the severed request for New Traffic Signals, seconded by Peter Tannen.

The severed item was approved by the following vote:

Ayes: Ablog, Hogue, Larkin, Larson, Tannen and Waddling (6)

Nays: Sachs (1)

Abstain: Alavi and Wells-Mongiovi (2)

Absent: Hijazi and Wiedmaier (2)

7. Adopt a Motion of Support for a One-Year Professional Services Contract with the Top-Ranked Firm in an Amount Not to Exceed \$150,000 for the Redesign and Upgrade of the Transportation Authority's Website – ACTION

Eric Young, Senior Communications Officer, presented the item per the staff memorandum.

Vice Chair Sachs asked if the scope included a mobile version of the website

Mr. Young stated that the upgraded website would be compatible on all web platforms.

Becky Hogue asked for additional information about lowercase productions.

Mr. Young said lowercase productions specialized in printed and digital design and would be collaborating with two additional firms. He said lowercase productions would be the project manager and would work with Civic Edge Consulting, a communications firm which would help with content creation, and Exygy, a digital technology firm that would provide the back-end work of the website.

Chris Waddling asked if stakeholders would have the opportunity to provide user feedback.

Mr. Young said there would be initial research involving internal and external users that would help influence the decision-making process.

Shannon Wells-Mongiovi asked if the website would be ADA compliant and if it would be accessible for individuals who spoke different languages.

Mr. Young said that the website would be ADA compliant and able to be translated in over 80 languages, likely using Google Translator, which is currently used on the agency's website.

Shannon Wells-Mongiovi requested that the most important content on the website be translated by professionals to avoid using translation applications.

Mr. Young said that given the size of the website, it had been discussed to have certain pages professionally translated on the website with their own URLs.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

8. Adopt a Motion of Support for the Construction Manager/General Contractor Project Delivery Method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item staff memorandum.

Brian Larkin asked for the total project cost. Mr. Cordoba said that the total project cost would be \$66 – \$69 million and that construction cost would be between \$45 – \$48 million.

Brian Larkin asked if there were opportunities to streamline the environmental process for future projects.

Mr. Cordoba said that from a federal funding point of view each of the 8 bridges were independent, which meant 8 separate environmental reports were drafted. On the positive side, he said that they were able to obtain categorical exemptions from the California Environmental Quality Act (CEQA) and categorical exclusion from the National Environmental Policy Act (NEPA) which helped streamline the process. He said that Caltrans and their relevant guidelines recognized that they needed to expedite approvals for seismic projects. Mr. Cordoba also noted that no significant environmental impacts were found after the environmental impact reports and studies.

Brian Larkin said that the environmental process could have been quicker if one report was drafted for all 8 bridges.

Mr. Cordoba said that he had tried to gain approval for one report; however, the Federal Highway Administration (FHWA) and Caltrans stated that each bridge had independent utility which required separate reports for each bridge.

Peter Tannen asked if Mr. Cordoba could provide examples of other CM/GC contracts and the end results.

Mr. Cordoba mentioned that the demolition of the old Bay Bridge successfully used the CM/GC method to implode the concrete piers in the waters and that the contract was within budget. He also said that the environment was protected using the CM/GC method in this case as work done had to take into account impacts on marine life. He said the key to avoid issues was to bring the contractor in early.

Myla Ablog asked if there was any part of the project that was below the high tide line and required Army Corps permits. Mr. Cordoba said that the project was above the high tide line and would not require Army Corps permits.

Vice Chair Sachs asked if drones were used for any form of analysis.

Mr. Cordoba said he was going to the Contra Costa County Transportation Authority on Friday to learn about how they used drones for surveying and construction. He said drones were being

used for earth work quantities, which identified how much cut and fill there was on a project and provided topographical graphics.

Vice Chair Sachs said that there were drone applications that could create 3D surface mapping and volume estimating. He noted the potential value of drones to save time and money and suggested incorporating drones where appropriate.

Chris Waddling noted the cost of Yerba Buena Island Westside Bridges project compared to the cost to construct the Quint-Jerrold Connector Bridge made the latter look disproportionately expensive.

During public comment Ed Mason asked what would be done to address trucks getting stuck on the Yerba Buena Island off-ramp. Through the Chair, Deputy Director Cordoba clarified that Mr. Mason was referring to the east bound off ramp leaving San Francisco on the left-side and that the project would make that ramp safer.

Becky Hogue moved to approve the item, seconded by Shannon Wells-Mongiovi

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

9. Update on the Quint Street – Jerrold Avenue Connector Road Project – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, presented the item staff memorandum.

Chris Waddling asked if anyone was taking into consideration that TransMetro might not sell the land after an environmental study and appraisal. He asked if TransMetro could be trusted.

Mr. Cordoba said that Real Estate has stated that TransMetro was willing to sell the land but wanted to know where they would be relocated.

Chris Waddling thanked Chair Peskin for his advocacy and involvement in the project.

Mr. Cordoba added that Commissioner Cohen's office also had been urging the Transportation Authority to push for the purchase of the land and was assisting.

There was no public comment.

Chair Larson called Items 10 and 11 after Item 7.

10. Update on the ConnectSF Vision Document – INFORMATION

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

Brian Larkin asked if the Subway Vision study would be incorporated into ConnectSF and if the ConnectSF was the place where the various plans that the CAC hears about all get brought together.

Ms. Meckel replied in the affirmative and said that the Subway Vision study kicked-off the ConnectSF process and that the corridors and alignments identified through that process were being carried forward through the transit corridor study.

Brian Larkin asked if he could still make comments on the 50-year vision document. Ms. Meckel said that comments for the 50-year vision document were still being taken and that Transportation Authority staff would be returning to the CAC in March seeking a recommendation to support the vision.

Chair Larson asked if there was an alignment between ConnectSF and other regional transportation efforts. Ms. Meckel mentioned that futures task force members included regional transit operators and members of the Metropolitan Transportation Commission (MTC). She noted that the ConnectSF 50- year vision was not typical in terms of timeframe because most long-range plans usually followed the 25-year federal requirement.

Chair Larson observed that the whole sphere of education seemed to be missing from the Vision, but probably should be included as a prerequisite to achieve vision goals related to a vibrant, diverse, well-educated community.

Ms. Meckel said that the document was a transportation vision exercise and was grounded in land use. However, she acknowledged that the ConnectSF team had received a lot of feedback about other areas and she reiterated that the task force did consider accountability, engagement and other livability factors.

Shannon Wells-Mongiovi asked if the ConnectSF Vision document looked to improve outreach and accountability among underserved and non-English speaking residents.

Ms. Meckel said that the document listed 6 different objectives for accountability and engagement. She said the task force members commented that projects and plans did not always have the best engagement and that the ConnectSF Vision document included some objectives to try and address those issues.

Chris Waddling asked about the level of involvement among other regional partners. Ms. Meckel said that in the vision process, regional partners had been attending future task force meetings and that regional transit operators would be involved in the transit corridor study, as well as the street and freeways study. She said those processes had not yet begun and that the transit regional operators did not play as big of a role when creating the vision for San Francisco.

Chris Waddling asked if it was the choice of the regional transit operators to not be as involved in the first phase. Ms. Meckel said that participation was optional and that BART and MTC attended future task force meetings. She said there were different levels of engagement from AC Transit, SamTrans, and Caltrain.

Becky Hogue asked how outreach was designed to reach underserved communities. Ms. Meckel said that focus groups were held with paid participants who attended mini workshops and that 60 organizations that work with underserved groups, were consulted. She said outreach was continuing and that some of the focus group participants attended the October 2017 future task force meeting.

Becky Hogue said that future task force participants appreciated the opportunity to interact with each other. She asked if the list of all participants could be shared. Ms. Meckel said that there was a list of participants available, but that contact information was not included.

Kian Alavi asked if the demographics of the futures task force participants was available and asked if there was any data about the number of participants who saw themselves living in San Francisco in the next 10 years.

Ms. Meckel said that self-identified demographics were not asked for among the futures task force participants, but that an appendix was available in the vision document that detailed outreach. She said that a question regarding demographics was asked among focus group and online participants. She said that the question about living in San Francisco over the next 10 years was not asked.

Kian Alavi asked if enough of the underserved population in San Francisco was reached.

Ms. Meckel said that a robust outreach effort was conducted.

During public comment, Ed Mason asked if a similar process to ConnectSF had been previously conducted and asked what the impact would be if Senator Wiener's Senate Bill (SB) 827 was passed. He said that Plan Bay Area stated that San Francisco, Oakland, and San Jose would be responsible for housing a significant portion of the Bay Area's future growth in housing and employment. He also asked if there were comments from the developers on the Vision. He asked what the population capacity would be for San Francisco if SB 827 was passed. He said there was an imbalance between high-cost and low-cost development projects being permitted by the Planning Department contrasted with the significant need for low-cost development projects.

11. **Update on Regional Measure 3 (RM3) – INFORMATION**

Michelle Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

Chris Waddling asked if there were numbers from Regional Measure 1 and Regional Measure 2 that quantified the number of cars that drove through toll bridges after the passage of previous regional measures.

Ms. Beaulieu speculated that the approval of prior regional measures that increased toll bridges did not change traffic patterns.

Chris Waddling asked if an increase in public transportation availability would take cars off the road, nothing that the RM3 description stated that it was a plan to reduce auto and truck traffic.

Maria Lombardo, Chief Deputy Director, said that RM3 was about improving conditions and reliability on bridges and bridge corridors and offering more options to travelers, including taking public transportation. She stated that the measure was looking to relieve congestion in certain bottleneck areas and offer other improved forms of reliable transportation. She said that at the same time, the population of the Bay Area was growing significantly and expected to continue to do so in the future which would make it difficult to decrease the number of cars on the road in the long term. She also commented that another way to look at it is without RM3 there isn't a ready source of revenues to make the proposed improvements, most of which are needed now.

Shannon Wells-Mongiovi asked if there were plans to relieve truck transport traffic by extending the water corridor into Sunol and down the South Bay.

Ms. Beaulieu said there was a goods movement improvement program, where projects that relieved truck traffic would be eligible. She said there was a lot of planning related to the Port of Oakland that would also address truck traffic relief.

Vice Chair Sachs spoke about equity and affordability issues and asked what would stop the Legislature from proposing an additional bridge toll increase in 2026. He said he wanted to make sure that the public was aware of the various transportation fees and taxes that they would be paying in the upcoming years.

Ms. Beaulieu said that similar observations had been made by MTC commissioners and Transportation Authority commissioners. She said the MTC had data that indicated that most individuals that crossed the bridges were wealthier and that the proposed measure would offer a discount for commuters who crossed more than one bridge during commute hours. Ms. Lombardo added that MTC had conducted a voter poll that showed support among all income levels, but not surprisingly the support went down among lower income levels. She said the affordability issue had been coming up not just in San Francisco, but in other Bay Area counties. She said that MTC staff had advised that an income adjusted rebate or toll was possible, but that it would require state legislation.

Chair Larson asked if the polling data was aggregated across all 9 counties and if it was supported

across the 9 counties.

Ms. Beaulieu said that the polling data was disaggregated among the counties and did not believe that every county had majority support. She said all counties had the pattern of additional support after education of what the money would be spent on. She clarified that the voter threshold for RM3 on the ballots would be 50% across the entire Bay Area population and did not need to meet that threshold in every Bay Area county.

During public comment Bob Allen spoke about equity and affordability and the need for MTC to pursue the low-income toll/rebate program. He said that while the RM3 revenues are needed now to implement the expenditure plan projects, it needs to be coupled with something like a congestion cap to truly address the congestion issues.

Jackie Sachs said that she had heard talk that one of the Muni fleet maintenance facilities would be closed on weekends and asked the Transportation Authority investigate the situation.

12. Introduction of New Business – INFORMATION

In light of the hundreds of millions of dollars that the Transportation Authority directors to the SFMTA, Vice Chair Sachs requested a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues. He said that the last CAC update on this topic was about a year ago and CAC members were told that a change in supervisor authority would enable more dynamic rerouting of trains, but that was not happening routinely. He asked what the specific timeline would be for reduction of 1-car trains in the subway during peak periods. He asked what steps were being taken to address delay issues at West Portal.

Chair Larson seconded the request made by Vice Chair Sachs and asked for an update on the Twin Peaks tunnel project.

Vice Chair Sachs mentioned that he received a "quick reference guide" from a train operator on the fare boxes installed in the new Siemens trains and that because of the elimination of paper transfers, operators now followed many steps to issue transfers for riders who needed them. He asked if it posed a further risk to operational/schedule reliability.

Shannon Wells-Mongiovi asked for a Transbay Terminal update and an update on the Central Subway Chinatown station. She mentioned that Muni paid for training to become a driver, but drivers were not given a probationary period once they passed the training and she heard that many completed the training and they opted to work for other transit agencies. She asked why drivers were being trained without a commitment to work for Muni.

Peter Tanned asked for an update on Van Ness Bus Rapid Transit and at least a monthly written summary if a presentation cannot be provided.

Becky Hogue asked for a TIMMA update on its congestion pricing program.

Chris Waddling asked for an overview of South East transportation issues from the Warriors stadium all the way down to the Bayview. Ms. Lombardo said she believed that an overview was provided at a previous CAC meeting that Mr. Waddling had not attended. She said she would forward the materials to Mr. Waddling and see if they need a refresh.

During public comment Ed Mason asked what was being done to address delays and 3 car Muni trains on the J-line.

Jackie Sachs asked for an update on the other 9 to 5 that Muni operators be invited to provide their input. She also requested an update on Central Subway.

13. Public Comment

During public comment said that the rail replacements on 24th Street and Church Street took 3 weeks though he had understood that there would be concrete up the rails and yet, the top layer was asphalt. Mr. Mason also provided an update on corporate commuter buses in San Francisco.

Jackie Sachs said that the Muni new buses do not consider the disabled and elderly and that the new street cars had more standing room and less seating for disabled people.

14. Adjournment

The meeting was adjourned at 8:05 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 27, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:14 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Ronen, Sheehy, Stefani, (6)

Absent at Roll Call: Commissioners Kim (entered during item 2), Yee (entered during Item 3), Cohen (entered during item 10), Tang and Safai (5)

Commissioner Breed moved to excuse Commissioner Safai, seconded by Commissioner Stefani. Commissioner Safai was excused without objection.

2. Chair's Report – INFORMATION

Chair Peskin reported on Transportation Network Companies (TNCs) and Driverless Vehicles and stated that the January Board meeting featured a presentation of the Transportation Authority's "TNC's Today: Regulatory Landscape" study, which outlined the regulatory arrangements that were controlled exclusively by the State of California, as compared with other states and regions around the country.

He said that one of the findings of the report, the regulatory fees TNCs like Uber and Lyft pay to the California Public Utilities Commission (CPUC), was the subject of an action proposing to lower the rate for TNC fees on the CPUC's agenda and that Uber and Lyft wanted their fees reduced. He said that he and the SFMTA wrote an opposition letters outlining all the reasons they believed a fee reduction was a giveaway to companies unwilling to work with local governments to protect the public interest. He said that despite strong testimony at the Feb 8 CPUC meeting, from himself, the Transportation Authority, and the Los Angeles Department of Transportation, the CPUC acted to lower TNC fees from 0.33% of gross revenues to 0.25%. He said that they did manage to prevent the CPUC from reducing the fees even lower to the original staff recommendation of 0.20%, and that he remained disappointed and determined to pursue the right-sizing of CPUC's fees and enforcement activities.

Chair Peskin noted in his letter, that if the CPUC was unable to perform the appropriate regulatory oversight of this sector, it would be best to delegate related fee revenues to locales like San Francisco and allow the city to manage its public streets for the public good.

He said he was pleased to see the City Attorney's announcement that Lyft had agreed to allow transportation experts, such as the Transportation Authority's staff, to examine TNC usage data under their agreed protective order rules. He said that constituents had dealt with congested streets, pedestrian and cyclist safety issues and rampant double-parking in MUNI stops and traffic lanes for far too long, and that the TNC regulatory system had clearly failed the public. He was

hopeful that Lyft's data could at least be utilized toward scaling back the number of vehicles on city streets.

Chair Peskin said the California Department of Motor Vehicles (DMV) announced the final regulations they had developed for driverless vehicles and that the DMV would start issuing permits in April for both testing and deployment of driverless cars. He said that there would be several permit conditions including the requirement to 'coordinate' with locals on law enforcement interaction plans, and that while technology could lead to less car ownership and thus less cars, the future impacts were uncertain and still raised significant concerns. He said the Board needed to ensure that the DMV and California Highway Patrol (CHP) were empowered and equipped with the necessary resources to effectively play their oversight role and be held accountable when it was not happening. He was glad that the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff were setting up meetings with CHP and local law enforcement and first responders, to get ahead of the operational issues that may arise. He said that questions needed to be answered as soon as possible like, "How do you pull over an Autonomous Vehicle? Who will be given access to the black box data recorder in the event of a crash? or How do you report collisions and who is accountable?"

He said he was prepared to introduce Division I legislation that would create a permit requirement for any company aiming to place privatized motorized scooters in the public right of way, and that the SFMTA was likewise prepared to create conditions for that permit to minimize potential harm to the public. He said in Santa Monica, the scooters had sparked disruption, hundreds of traffic stops, and a criminal complaint against the startup and its founder. He said Bird Scooters had raised \$15 million and since expanded to Los Angeles County and San Diego and was aware that Spin and other companies intended to place hundreds of scooters in the Financial District and SOMA in the next couple of months. He said it was important for the Board to get out ahead of the scooters so that they would not block downtown sidewalks and so that they would come with safety precautions, helmets, and a plan to equitably distribute them in communities of need. He said he looked forward to furthering discussions about how to anticipate emerging technologies in a more comprehensive fashion going forward, which included Board of Supervisors review over closely-collaborating private transit corporations.

Chair Peskin stated that in January, the Bay Area Toll Authority voted to place Regional Measure 3, the Bay Area Traffic Relief Plan, on the ballot for June 5, 2018. He said it was the proposal to increase the tolls on the 7 Bay Area state-owned toll bridges (except the Golden Gate Bridge) by \$1 in 2019, \$1 in 2022 and \$1 in 2025 and that revenues would be used to fund transportation projects and programs that relieved congestion and enhanced travel choices in the bridge corridors as detailed in Senate Bill 595 (Beall). He said that consistent with Senate Bill 595 requirements, on February 13 the Board of Supervisors passed the resolution putting Regional Measure 3 on the June ballot in San Francisco and that all other Bay Area counties were expected to have taken similar actions by the end of the week. He said Regional Measure 3 included \$4.45 billion for transportation capital projects across the region, which included San Francisco priorities such as \$500 million for new BART cars, \$325 million for the Caltrain Downtown Extension, and \$140 million for new Muni vehicles and facilities. He said it also included \$60 million per year that would help support regional bus service and Transbay Transit Center operations.

Chair Peskin reported that he would be introducing a TNC tax at the Board of Supervisors to ensure that a sector that had had a profound impact on public streets, would start paying its fair share. He noted that other commensurate sectors and industries contributed tax revenue toward the general operating budget of the city, and the need for revenue to manage local issues had never

been greater. He said it was an exercise in equity and was looking forward to working to gain the Board's support on the issue.

There was no public comment.

3. Executive Director's Report – INFORMATION

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

Commissioner Kim asked for the Transportation Authority's priorities for the Lifeline Transportation Program grant funding. Director Chang said that the SFMTA had interest in closing some equity gaps from their equity strategy and looked to close late night service gaps in the Owl network. She said in the past the SFMTA had used the funds to do work on corridors that serve the overnight market and to connect to the airport.

Anna LaForte, Deputy Director for Policy and Programming, added that funding levels had been erratic for the Lifeline Transportation Program and that this current cycle would have one of the smallest amounts of funds available to program to projects. She said that this was one of the few funding sources that the Transportation Authority could use to fund operating projects. Lastly, she said the Transportation Authority's call for projects had prioritized funding projects that provided access to and within communities of concern.

Commissioner Kim asked if the grant funding priorities were mainly around filling gap services in certain neighborhoods that were prioritized as equity neighborhoods. Director Chang stated that the SFMTA was in the final stages of updating its service equity strategy, but that the Transportation Authority did not have access to the full analysis yet. Director Chang said that the transit agencies were the only ones eligible and that the Transportation Authority expected to receive most of the applications from the SFMTA.

Commissioner Kim mentioned the regional discount pass that the Metropolitan Transportation Commission (MTC) was studying and was interested to see what the Transportation Authority would advocate for with the city's regional partners. She said it was an opportunity to provide low income transit riders a pass that would work regionally through multiple operators and provide better transitions. She said that many low-income riders depended on multiple operators to get to work. Director Chang said that Transportation Authority staff would bring a report back to the board and thanked Commissioner Kim for her leadership at MTC.

There was no public comment.

Consent Agenda

- 4. Approve the Minutes of the February 13, 2018 Meeting – ACTION**
- 5. [Final Approval] Appoint Peter Tannen to the Citizens Advisory Committee – ACTION**
- 6. [Final Approval] Allocation of \$5,806,422 in Prop K Funds for Five Requests, with Conditions – ACTION**
- 7. [Final Approval] Approve the 2018 Transportation Fund for Clean Air Program Local Expenditure Criteria – ACTION**
- 8. [Final Approval] Adopt Positions on State Legislation – ACTION**

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Fewer.

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

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani and Yee (8)

Absent: Commissioners Cohen, Safai and Tang (3)

End of Consent Agenda

9. Update on the Quint Street – Jerrold Avenue Connector Road Project – INFORMATION

Tilly Chang, Executive Director, and Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

During public comment, Chris Waddling, District 10 Citizens Advisory Committee (CAC) representative, mentioned that he had been involved with the Quint-Jerrold Connector Road Project since it began and was the reason he joined the CAC. He said that while he was encouraged by the presentation, he was still skeptical and believed that TransMetro was more interested in acquiring real estate than providing transportation services. He looked forward to seeing the city reacquire the land from TransMetro, without over spending, and stated that at the January CAC meeting the CAC were told that the overall project could potentially cost 3 to 4 times the original budgeted project expense. He said that he had asked Mr. Cordoba to work with the San Francisco Public Utilities Commission (SFPUC) and Bayview CAC on upcoming land use and projects that would impact the Bayview. He said that roads in the Bayview would be temporarily closed for the next ten years and access in and out of the community would be severely impacted by all the projects. He said the Bayview did not have a lot of major ways to get out of the neighborhood and that getting around some places was becoming quite difficult.

10. Update on the ConnectSF Vision Document – INFORMATION

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

During public comment, Ted Olson, ConnectSF Task Force representative, said that ConnectSF was consistent with and coordinated with Vision Zero and said that even though the project was planned for 50 years, ConnectSF needed to continuously be evaluated. He said that an extension of California high speed rail across the Bay Area to Stockton, a second Transbay tube for BART and another bridge across the bay were all needed. He said that ConnectSF was a regional forward-looking plan and would need additional focus in the future.

Other Items

11. Introduction of New Items – INFORMATION

There were no new items introduced.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 10:54 a.m.

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

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

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

WHEREAS, At its March 13, 2018 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

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

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



Memorandum

Date: February 28, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 03/13/18 Board Meeting: Appointment of One Member 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 is one open seat on the CAC requiring Board action. The opening is the result of the term expiration of John Larson (District 7 resident), who is seeking reappointment. There are currently 47 applicants, in addition to Mr. Larson, to consider for the existing open seats.</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 type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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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, sorted by last name.

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.”

Agenda Item 4

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, 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 (Updated 03.05.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
John Larson, Chair	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
Shannon Wells-Mongioli	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling	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
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20

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 03.05.18)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
2 Tom Barton*	M	NH	1	Richmond	Senior Citizen
3 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
4 Asher Butnik*	NP	NP	1	Richmond	Environment, Neighborhood
5 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
6 Natalie Chyba*	F	C	5	Bernal Heights	NP
7 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
8 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
9 Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
10 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
12 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
13 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
14 Beth Hoffman	NP	C	11	Mission Terrace	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
15 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
16 Adam Hugo-Holman	M	C	11	Excelsior	Business, Environment, Neighborhood, Public Policy

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
18 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
19 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
20 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
21 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
22 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
23 Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
25 John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy
26 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
27 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
28 Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
29 Michael McDougall	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
30 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
31 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
32 Nathan Nayman*	M	C	7	Balboa Terrace / West Portal	NP
33 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
34 Ifeyinwa Nzerem*	F	AA	10	Bayview/Silver Terrace	Disabled, Environment, Neighborhood, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Bozhena Palatnik*	F	NP	1	Outer Richmond	Neighborhood
36 Alexander Post*	NP	NP	2	Presidio/ Laurel Heights	NP
37 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
38 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
39 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
40 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
41 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
42 Bradley Tanzman*	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
43 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
44 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
45 Anne Widera*	F	NP	10	Potrero Hill	Business
46 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
47 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
48 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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RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on Assembly Bill (AB) 2865 (Chiu), AB 3059 (Bloom), AB 3124 (Bloom), and Senate Bill (SB) 1119 (Newman), and new oppose positions on AB 2712 (Allen, Travis), and SB 1132 (Hill); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

**San Francisco County Transportation Authority
March 2018**

State Legislation – Updates on Activity This Session

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

Staff is recommending four new support positions on Assembly Bill (AB) 2865 (Chiu), AB 3059 (Bloom), AB 3124 (Bloom), and Senate Bill (SB) 1119 (Newman), and two new oppose positions on AB 2712 (Allen, Travis) and SB 1132 (Hill), as shown in **Table 1**, which also includes four new bills to watch. The Board does not need to take an action to add bills to watch. **Table 2** indicates the status of bills on which the Board has already taken a position this session.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Watch	AB 2418 Mullin D	Transportation: advanced technologies: grant program. This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.
Oppose	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Would provide that no further bonds shall be sold for high-speed rail purposes, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.
Support	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA). This is a spot bill, authored by Assemblymember Chiu on behalf of the Transportation Authority in case the Board decides to pursue managed lanes on US 101 and I-280 north of the split with US 101. We are still working with Legislative Counsel on the final language. Once amended, this bill would allow San Francisco to authorize VTA to operate them in San Francisco as part of a continuous system down the Peninsula, similar to the authorization they currently have to operate high occupancy toll lanes in San Mateo county. While VTA would operate the lanes (providing a seamless customer experience along the Peninsula and achieving cost efficiencies), net revenues would be reinvested in San Francisco projects according to an expenditure plan approved by the Transportation Authority Board. We are pursuing this legislation now so as to be able to coordinate with the other two counties that are further along developing managed lanes projects on US 101.

San Francisco County Transportation Authority
March 2018

Watch	AB 2923 Chiu D	<p>San Francisco Bay Area Rapid Transit District (BART): transit-oriented development.</p> <p>This bill would require the BART Board to adopt new transit-oriented development guidelines by a majority vote that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART Board of Directors (i.e. San Francisco, Alameda, and Contra Costa counties). Local jurisdictions would then be required to adopt zoning regulations on those sites consistent with BART’s guidelines. BART’s current transit-oriented development guidelines provide guidance to local jurisdictions on its expectations for development on its properties, but local jurisdictions are not required to adopt zoning regulations consistent with them. This would apply to only one site in San Francisco – the small parcel adjacent to the Glen Park BART Station currently used for surface parking. This bill originated from housing advocates, not BART, and BART staff is recommending adopting a neutral position at its March 8 Board of Directors meeting. The San Francisco Planning Department has submitted a request that the Mayor’s Office State Legislation Committee adopt a support position on the bill.</p>
Support	AB 3059 Bloom D	<p>Congestion pricing demonstration pilot projects.</p> <p>This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. Former Supervisor Farrell was seeking this type of authority to enable a tolling and reservation system to manage Lombard “crooked street” congestion. San Francisco’s Transportation 2045 Task Force recently recommended that the city continue to research, develop and, as appropriate, seek legislative authority for congestion pricing.</p>
Support	AB 3124 Bloom D	<p>Vehicles: length limitations: buses: bicycle transportation devices</p> <p>Existing law prohibits the buses and trolley coaches that operate on highways from having a folding bicycle rack that extends more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. This will accommodate 3-bicycle racks on buses and trolley coaches operating on highways. The San Francisco Municipal Transportation Agency (SFMTA) is supporting this bill, and the Metropolitan Transportation Commission (MTC) is recommending a support position at its March 9 Legislation Committee meeting.</p>

San Francisco County Transportation Authority
March 2018

Support	SB 1119 Newman D	Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.
Oppose	SB 1132 Hill D	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, and violation is punishable by a fine of \$100. This bill would, beginning July 1, 2019, reduce the fine to \$35. This is substantially the same bill as SB 493 (Hill) from 2017, which the Board took an oppose position on in March 2017.
Watch	SB 1376 Hill D	Transportation network companies (TNCs): accessibility plans. Existing Public Utilities Commission regulations require a TNC to allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities and requires the TNC to submit a specified report to the Public Utilities Commission detailing the number and percentage of their customers who requested accessible vehicles and how often the TNC was able to comply with requests for accessible vehicles. This bill would express the intent of the Legislature that every TNC ensure that it provides full and equal access to all persons with disabilities.
Watch	SB 1427 Hill D	High-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes. MTC is sponsoring this bill to state the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements. MTC is concurrently in discussions with California Highway Patrol about how to increase enforcement efforts administratively, and exploring other policies and strategies to improve lane performance.

Table 2. Bill Status for Active Positions Taken in the 2017-2018 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 3/1/2018)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk

**San Francisco County Transportation Authority
March 2018**

	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Assembly Desk
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Transportation
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations

¹Under this column, “Enrolled” means the bills has passed out of both houses of the Legislature and is on the Governor’s desk for consideration. “Chaptered” indicates the bill is now law.



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RESOLUTION AWARDING A ONE-YEAR PROFESSIONAL SERVICES CONTRACT TO LOWERCASE PRODUCTIONS, IN AN AMOUNT NOT TO EXCEED \$150,000, FOR THE REDESIGN AND UPGRADE OF THE TRANSPORTATION AUTHORITY'S WEBSITE, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority uses its website to achieve several goals, including showcasing the agency's plans, programs, and project delivery efforts, serving as a resource for San Francisco transportation issues, data and topics, and informing the public and other stakeholders about ways to engage in the agency's work; and

WHEREAS, The Transportation Authority last hired a consultant to redesign its website in 2006, and seeks consultant services to implement a redesign and upgrade of the agency's website: www.sfcta.org; and

WHEREAS, On January 12, 2018, the Transportation Authority issued a Request for Proposals (RFP) for website redesign and upgrade services; and

WHEREAS, The Transportation Authority received 31 proposals in response to the RFP by the due date of January 24, 2018; and

WHEREAS, A review panel comprised of staff from San Francisco Environment and the Transportation Authority interviewed the five top-ranked firms between February 27-28, 2018; and

WHEREAS, Based on the results of this competitive selection process, the panel recommends the Board approve a consultant contract to the highest-ranked firm of lowercase productions; and

WHEREAS, The Transportation Authority has budgeted \$150,000 for the requested services, funded by sales tax operating funds; and

WHEREAS, This year's activities will be included in the Transportation Authority's Fiscal



Year (FY) 2017/18 budget amendment and the FY 2018/19 budget will include sufficient funds for the remaining activities; and

WHEREAS, At its February 28, 2018 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 awards a one-year professional services contract to lowercase productions in an amount not to exceed \$150,000, for the redesign and upgrade of the Transportation Authority's website; 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

Attachment 1 – Scope of Services

There are six required tasks and one optional task, as detailed below:

Task 1: Project management

Task 2: Site analysis, architecture & content strategy, wire framing and design

Task 3: Theme development and application of design

Task 4: Programming and migration of existing pages

Task 5: Staff training and users guide

Task 6: Transfer to server and site launch

Task 7: Additional enhancements (optional)

Task 1: Project Management

A. Project Management: The consultant has a dedicated project manager on the project. The project manager will be the single point of contact during the entire project duration. The project manager is responsible for insuring all features, budget and scope of the project are met within expectations of the contract. The project manager will schedule recurring meetings to discuss:

- Key Project Indicators
- Project Milestones
- Mitigations
- Comments/Recent Accomplishments
- Issues
- Change Control

Deliverables:

- Monthly invoices by task
- Weekly progress meetings

Task 2: Site Analysis, Architecture & Content Strategy, Wire Framing and Design

A. Scoping and Elaboration: The consultant shall work with the Transportation Authority project team to scope the entire project and to elaborate on any areas that demand more details.

B. Content Strategy: The consultant will touch on the areas below with the Transportation Authority project team.

- Perform research to learn about the Transportation Authority and its website users
- Determine goals and determine how to measure success
- Define target user groups that inform design and functionality decisions
- Perform Inventory & Analysis to audit the current website and uncover opportunities for improvement
- Ensure all web pages support the agency's goals
- Design content to meet the agency's current and future communication goals
- Develop content strategy to help the project team structure and systemize content

C. Wire Framing: The consultant shall create a blueprint for the Transportation Authority website. The wireframes will outline structure and functionality, serving as a skeleton for the website, which

will form the foundation of the user experience and site architecture. The wireframes will illustrate how the site will work. The user experience design team will generate everything from low fidelity paper wireframes to high fidelity grey-box wireframes.

D. Graphic Design: The consultant, in coordination with the Transportation Authority, shall design the look and feel of the Transportation Authority site. The consultant shall focus on delivering designs that are visually appealing, clear and long-lasting.

Deliverables:

- Recommendations for changes to existing website content

Task 3: Theme Development and Application of Design

A. Theme Development: The consultant shall apply all designs and layout graphics to the website build. Theme work is all about interpreting the visual aspects of the website. The theme work must be compatible with the latest modern browsers.

Deliverables:

- Development of new design and layout theme

Task 4: Programming and Migration of Existing Pages

A. Website Building: Using the data which has been identified in the Scoping and Elaboration phase (Task 2A), the consultant will build the new website. This entails but is not limited to, content type creation, taxonomy creation and configuration of views and templates. The overall breadth of the development and the development timeline will be scoped and clarified in the Scoping and Elaboration phase of the project.

B. Data Migration: The consultant shall migrate appropriate data to the new website.

Task 5: Staff Training and Users Guide

A. Training: Consultant will set training sessions to train the members of the project team who will be responsible for its management and upkeep.

B. Development of users guide

Deliverables:

- Printed user guides enabling staff to troubleshoot, maintain and update newly launched website.
- In-person training session for staff on how to maintain and update the new website.

Task 6: Transfer to Server and Site Launch

A. Hosting Deployment Assistance: Making the website live on the new hosting provider is a coordinated event which starts during the quality assurance process. This is the on-boarding process. Secure Sockets Layer (SSL) if present is tested prior to launch. Domain Name System (DNS) swap is

the mechanism that makes the website live on the new host. Consultant shall work closely with the client team and the hosting provider team to ensure a smooth launch.

Deliverables:

- Launch of publicly accessible website; appropriate security features to protect data integrity while allowing public access

Task 7: Additional Enhancements (optional)

Consultant is invited to identify any additional enhancements related to the appearance or functionality of the website that it would recommend and that could be implemented for a budgeted amount not to exceed \$20,000. This is an optional task. Submissions for this optional task should be included as part of the overall consultant proposal.



Memorandum

Date: February 28, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 03/13/18 Board Meeting: Approve a One-Year Professional Services Contract with lowercase productions in an Amount Not to Exceed \$150,000 for the Redesign and Upgrade of the Transportation Authority’s Website

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a one-year professional services contract with lowercase productions in an amount not to exceed \$150,000 for the redesign and upgrade of the Transportation Authority’s website • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>The Transportation Authority is seeking consultant services to implement a redesign and upgrade of the agency’s website: www.sfcta.org. A Request for Proposals (RFP) was issued in January. By the proposal due date 31 proposals were received, and following interviews with five firms, a review panel recommended lowercase productions to provide the requested services.</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: _____
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DISCUSSION

Background.

The Transportation Authority last hired a consultant to redesign its website in 2006. The Transportation Authority uses its website to achieve several goals, including:

- Showcasing the agency’s plans, programs, and project delivery efforts.
- Serving as a resource for San Francisco transportation issues, data and topics.
- Informing the public and other stakeholders about ways to get involved in – and give feedback about – the agency’s work.
- Distributing copies of reports, press releases, notifications and other documents.

The complete scope of services for the website redesign contractor is included as Attachment 1. The new website is expected to go live by December 2018.

Procurement Process.

The Transportation Authority issued a RFP for website redesign and upgrade services on January 12, 2018. While a pre-proposal conference was not held, proposers were able to submit questions to the

Agenda Item 6

Transportation Authority and receive responses by January 24. 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 San Francisco Bayview, as well as on LinkedIn. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural Chambers of Commerce, and Small Business Councils.

Transportation Authority communications staff sought input on the website's redesign from the Citizens Advisory Committee via an online survey.

By the due date of February 12, 2018, we received 31 proposals in response to the RFP. A selection panel comprised of Transportation Authority and San Francisco Environment staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, capabilities and experience, cost, and Disadvantaged/Small/Local Business Enterprise (DBE/SBE/LBE) participation. The panel selected five firms to interview between February 27-28. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: lowercase productions.

The panel unanimously agreed that lowercase productions distinguished itself through a number of criteria, including demonstrating a clear understanding of project objectives and clearly articulating the role that an improved website plays in the Transportation Authority's overall outreach and engagement efforts. lowercase productions also stood out for their technical and management approach. The assembled team has worked together on projects of a similar scope - including for the Metropolitan Transportation Commission (MTC) and San Francisco Public Works - and have demonstrated the ability to deliver websites that look good, offer critical functions and are based on robust technology. Additionally, this team showcased superior capabilities and experience. Team members have many years of experience and have worked jointly or independently for clients as diverse as City and County of San Francisco, YMCA, Habitat for Humanity, Contra Costa Transportation Authority, MTC, Intuit and ZenDesk, among others.

We established a DBE/SBE/LBE goal of 5% for this contract. Proposals from four of the five firms that were interviewed met or exceeded the goal. The lowercase production team includes 72% LBE and SBE participation from two subconsultants: Civic Edge Consulting and Exygy.

FINANCIAL IMPACT

The Transportation Authority has budgeted \$150,000 for the requested services, funded by sales tax operating funds. The Fiscal Year 2017/18 budget amendment will include this year's activities, and the Fiscal Year 2018/19 budget will include sufficient funds for the remaining activities.

CAC POSITION

The CAC considered this item at its February 28, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services



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RESOLUTION ALLOCATING \$8,795,721 IN PROP K SALES TAX FUNDS FOR SIX REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received six requests for a total of \$8,795,721 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, New and Upgraded Streets, New Signals and Signs, SFgo: Advanced Technology and Information Systems, and Traffic Calming; 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 each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Three of the six requests are consistent with the 5YPP for its Prop K category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for New Traffic Signals (Contract 64) requires a concurrent Prop K Strategic Plan and 5YPP amendment as detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's requests for Intelligent Transportation Systems – Variable Message Signs, and Intelligent Transportation Systems – Traffic Camera Deployment 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 \$8,795,721 in Prop K funds, with conditions, for six 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 February 28, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan, as detailed in the enclosed allocation request form for the New Traffic Signals (Contract 64) project; and be it further

RESOLVED, That the Transportation Authority hereby amends the New Signals and Signs, SFgo: Advanced Technology and Information Systems 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$8,795,721 in Prop K sales tax funds for six 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 (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22M	SFMTA	Cable Car Pulley Rebuild	\$ 280,999		\$ 1,623,500	78%	83%	Construction	2, 3
Prop K	30	SFMTA	19th Avenue Complete Streets	\$ 425,000		\$ 18,466,000	83%	98%	Construction	4, 7
Prop K	31	SFMTA	New Traffic Signals (Contract 64)	\$ 5,289,722		\$ 5,854,040	26%	10%	Construction	3, 5, 6, 8, 9, 10, 11
Prop K	32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$ 1,000,000		\$ 1,000,000	80%	0%	Construction	3, 5, 6, 10
Prop K	32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$ 1,200,000		\$ 1,750,000	80%	31%	Construction	Citywide
Prop K	38	SFMTA	District 11 Near-Term Traffic Calming [NTPP Capital]	\$ 600,000		\$ 750,640	38%	20%	Design, Construction	11
TOTAL						\$ 8,795,721	\$ -	70%	70%	

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: 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	Cable Car Pulley Rebuild	\$280,999	A cable car is pulled along rails by latching onto a moving cable inside a channel beneath the street. Each cable runs at a constant speed of 9.5 miles per hour and is driven by a 510 horsepower electric motor. Requested funds will be used to rebuild the 25 large pulleys (also known as "sheaves") that enable the traction cables to move throughout the cable car system. The pulleys, which have reached the end of their useful lives, will be rebuilt according to the original design. Most of the work will occur during cable car shutdowns scheduled for the Prop K funded cable car gearbox overhaul project or will coincide with normal scheduled maintenance. The work will be done by SFMTA crews from Spring 2018 to Summer 2020.
30	SFMTA	19th Avenue Complete Streets	\$425,000	Part of the 19th Avenue Combined City Project, the 19th Avenue Complete Streets project will construct 21 transit bulbs and 45 pedestrian bulbs between Lincoln Way and Holloway Avenue. The project will improve pedestrian safety and transit reliability and performance on this Vision Zero High Injury Corridor. The construction contract includes new signals at the intersections of 19th Avenue and Moraga, Wawona, Sloat, and Winston (previously funded by Prop K), and SFPUC sewer and water infrastructure upgrades. Prop K funds will leverage over \$16.6 million in Prop A General Obligation bond funds. Construction of the complete streets project is anticipated to start in September 2018 and end in August 2020. SFPUC is still working out the schedule for its work. Caltrans will use state funds to repave the entire length of the 19th Avenue corridor (after city work is done) and upgrade signals at 19th Ave: Park Presidio/Lake, Crossover/Park Presidio, Crossover/MLK, 19th/Sloat. Construction for Caltrans' work is anticipated from summer 2020 to summer 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	New Traffic Signals (Contract 64)	\$5,289,722	Construction of new traffic signals at nine unsignalized intersections to improve traffic, pedestrian, and bicycle safety. Locations are shown on page 42 of the enclosure. The scope includes pedestrian countdown indicators, accessible (audible) pedestrian signals and curb ramps. In response to the recent spike in bids for signal projects, due in part to the booming construction industry and limited number of bidders, the SFMTA has updated the project cost estimate from \$3.6 million estimated in 2016 at the start of design, to \$6.5 million in 2018, triggering the need for a Strategic Plan amendment to advance Prop K funds for the project. Construction is anticipated to start in fall 2018 with all signals open for use by December 2019.
32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$1,000,000	Upgrade of existing Variable Message Signs and related hardware (e.g. displays, controllers, network routers) that has reached the end of its useful life at the city's 22 existing Variable Message Sign locations shown on page 61 of the enclosure. These signs are used to show real-time information about current and future traffic conditions including messages on planned street closures and detours, parking garage space availability and emergency alerts. The upgrades will be completed and fully operational by December 2018.
32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$1,200,000	Purchase and deployment of closed-circuit television (CCTV) traffic cameras and related hardware for 138 new locations throughout the city to improve decision-making and better manage field operations. The current system has cameras installed at 84 locations. See page 75 of the enclosure for all current and proposed locations, which are selected based on factors such as fiber optic network presence, roadway classification (e.g. major and minor arterial roads), Muni Rapid Network route, Muni Stations, locations near large crowd gatherings for special events, and replacements for legacy cameras reaching end of service life. Video camera footage is not recorded per city policy and will be monitored by (1) Transportation Management Center staff to evaluate field conditions and properly dispatch personnel (parking control officers, transit supervisors, traffic signal electricians) if the need arises; and (2) traffic engineers to evaluate traffic signal timing to better accommodate the various modes of travel. All cameras will be in operation by July 2019.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	District 11 Near-Term Traffic Calming [NTP Capital]	\$600,000	Implementation of quick and effective near-term traffic calming improvements throughout District 11. Specific locations and improvement types will be determined in collaboration with the District 11 Supervisor's Office, and will be based on community input, as well as technical factors such as feasibility and proximity to schools and parks. Potential improvements include speed humps, painted safety zones, raised crosswalks, intersection and spot modifications, continental crosswalks, and traffic modifications. Construction is planned for June through December 2018.

TOTAL	\$8,795,721
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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	Cable Car Pulley Rebuild	\$ 280,999	
30	SFMTA	19th Avenue Complete Streets	\$ 425,000	At the February 13 Board meeting, Chair Peskin asked staff to prepare a presentation on traffic mitigation and outreach plans related to a series of major construction projects on several of the City's key arterials that are anticipated to having overlapping schedules. These include projects on 19th Avenue, Lombard, Van Ness, and Geary. We have already convened a meeting with relevant city agencies, and plan to engage Caltrans, as well. We anticipate a presentation on this topic at the March 20 Board meeting.
31	SFMTA	New Traffic Signals (Contract 64)	\$ 5,289,722	Strategic Plan Amendment: The recommended allocation is contingent upon a concurrent Prop K Strategic Plan amendment to advance a total of \$3,571,249 in the New Signals and Signs category from outyears to FY 2017/18. This amendment results in a minor increase of 1.09% in financing costs to the category. 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is also contingent upon a concurrent New Signals and Signs 5YPP amendment to add the subject project and to reprogram a total of \$1,718,473 to the subject project from other projects that will advance with non-Prop K sources. See attached Strategic Plan and 5YPP amendments for details.
32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$ 1,000,000	5YPP Amendment: The recommended allocation is contingent upon an amendment to the Advanced Technology and Information Systems 5YPP to re-program \$1,000,000 from the SFgo Controller Upgrades placeholder to the subject project. Controller upgrades will be purchased using non-Prop K project funds. See attached 5YPP amendment for details.
32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$ 1,200,000	5YPP Amendment: The recommended allocation is contingent upon an amendment to the Advanced Technology and Information Systems 5YPP to reprogram \$1,200,000 from the SFgo Controller Upgrades placeholder to the subject project. Controller upgrades will be purchased using non-Prop K project funds. See attached 5YPP amendment for details.
38	SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	\$ 600,000	Multiphase Allocation: Given the strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of design and construction funds. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$500,000) pending receipt of locations and measures as confirmed by Commissioner Safai.
TOTAL \$			8,795,721	

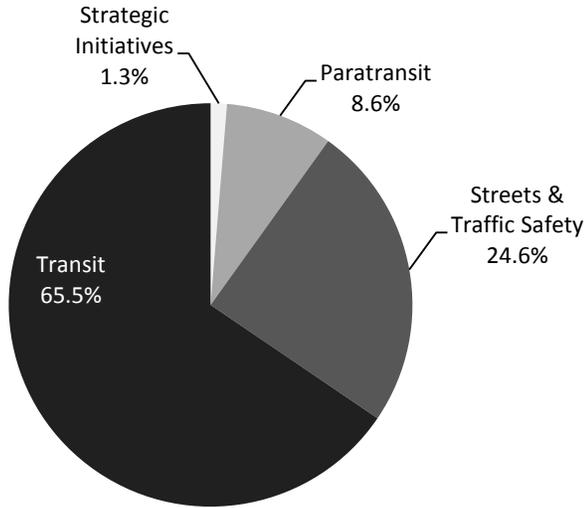
¹ See Attachment 1 for footnotes.

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

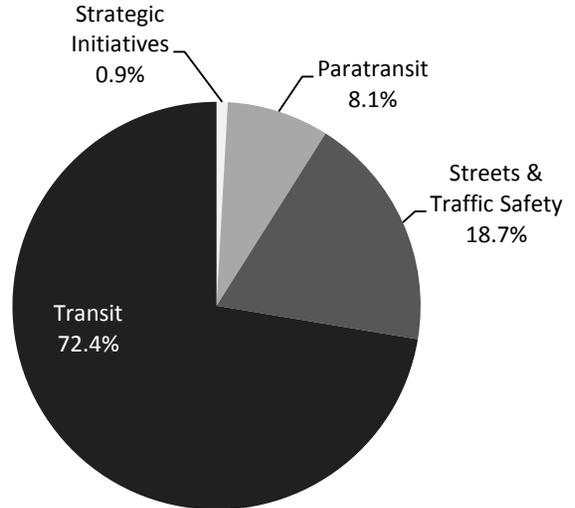
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 81,200,537	\$ 35,384,817	\$ 41,580,797	\$ 1,334,620	\$ 786,831	\$ 786,830
Current Request(s)	\$ 8,795,721	\$ 356,654	\$ 7,712,230	\$ 478,727	\$ 248,110	\$ -
New Total Allocations	\$ 89,996,258	\$ 35,741,471	\$ 49,293,027	\$ 1,813,347	\$ 1,034,941	\$ 786,830

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: March 2, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 3/13/2018 Board Meeting: Allocation of \$8,795,721 in Prop K Funds for Six Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$8,795,721 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for six requests: <ol style="list-style-type: none"> 1. Cable Car Pulley Rebuild (\$280,999) 2. 19th Avenue Complete Streets (\$425,000) 3. New Traffic Signals (Contract 64) (\$5,289,722) 4. Intelligent Transportation Systems - Variable Message Signs (\$1,000,000) 5. Intelligent Transportation Systems - Traffic Camera Deployment (\$1,200,000) 6. District 11 Near Term Traffic Calming [NTIP Capital] (\$600,000) <p>SUMMARY</p> <p>We are presenting six requests totaling \$8,795,721 in Prop K sales tax funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate \$8,795,721 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with

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associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Fully funding the SFMTA's request for New Traffic Signals (Contract 64) requires a Prop K Strategic Plan amendment to advance \$3,571,249 in the New Signals and Signs category from the outer years of the Prop K program to FY 2017/18. The amendment would result in an increase in the category's financing costs of 1.09% and a minor increase of 0.01% (\$217,927) in anticipated financing costs for the Prop K program as a whole over the 30-year life of the program. See the enclosed allocation request form for the amendment details.

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 February 28, 2018 meeting and severed the request of New Traffic Signals (Contract 64). The underlying requests were approved by an 8-0 vote, with 1 abstention. The severed request was approved by a 6-1 vote, with 2 abstentions.

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 (6)



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RESOLUTION AUTHORIZING THE CONSTRUCTION MANAGER/GENERAL CONTRACTOR PROJECT DELIVERY METHOD FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, The scope of the YBI Interchange Improvements Project includes two major components: 1) the YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps Phase 1 (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge and the YBI Southgate Road Realignment Improvements Phase 2; and 2) the YBI Westside Bridges Seismic Retrofit Project on the west side of the island; and

WHEREAS, The YBI Ramps Improvement Project – Phase 1 is 99% complete, and work is now proceeding on the YBI Ramps Improvement Project – Phase 2, and the YBI Westside Bridges Seismic Retrofit Project (Project); and

WHEREAS, The Project will reconstruct or seismic retrofit eight existing bridge structures and will be challenging to implement given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay; and

WHEREAS, In addition to the challenging location, the Project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay); and

WHEREAS, As part of the Project implementation process staff conducted a Value Analysis Study (Study) (required per Federal funding regulations) which determined that the challenges and



constraints associated with the Project create an increased-level of risk and complicate the constructability; and

WHEREAS, The Study recommended that given the geometric, geographic and technical constraints of the Project, the Transportation Authority should evaluate utilizing the Construction Manager/General Contractor (CM/GC) delivery method; and

WHEREAS, The Study found that (1) the CM/GC project delivery method is best used on projects with complex, high-risk scope and (2) the CM/GC process would minimize the risk for the Transportation Authority and the contractor, which would ultimately lower the Project cost and accelerate the schedule, while improving overall project delivery; and

WHEREAS, Under the CM/GC project delivery method, the Transportation Authority would engage a construction contractor during the project design process to act in an advisory role and to provide valuable preconstruction input during design with the goal of lowering overall construction time and construction risks; and

WHEREAS, As required by Assembly Bill 2374 (Chiu) (Attachment 1), which authorized the Transportation Authority to use the CM/GC project delivery method for the Project, staff recently completed an evaluation for two project delivery methods, Design-Bid-Build (contractor selected based on low bidder) and CM/GC (contractor selected during design phase to provide input on design with option to construct the project if an agreed upon price is established); and

WHEREAS, The evaluation, included as Attachment 2, concluded that the CM/GC project delivery method would provide numerous advantages over the traditional Design-Bid-Build delivery method in delivering this Project and therefore would be the better project delivery method for the Project; and

WHEREAS, Following Board approval, staff would issue a Request for Qualifications for

CM/GC services in April 2018; and

WHEREAS, The Project will be funded by Federal Highway Bridge Program – Seismic Retrofit funds, State Prop 1B – Seismic Retrofit funds, and Treasure Island Development Authority funds providing the local match; and

WHEREAS, The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget; and

WHEREAS, At its February 28, 2018 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 authorizes the Construction Manager/General Contractor project delivery method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project; and be it further

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

Attachments (2):

1. Assembly Bill 2374 (Chiu)
2. Summary of Project Delivery Method Evaluation

Assembly Bill No. 2374

CHAPTER 753

An act to amend Sections 6971 and 6972 of the Public Contract Code, relating to public contracts.

[Approved by Governor September 28, 2016. Filed with Secretary of State September 28, 2016.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2374, Chiu. Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges.

Existing law authorizes regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.

This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency. The bill would also remove the requirement that a project be developed in accordance with an expenditure plan approved by voters.

This bill would make legislative findings and declarations as to the necessity of a special statute for bridges located in the County of Placer and the City and County of San Francisco.

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares that the County of Placer should be considered a transportation planning agency for the purposes of this Chapter 6.7 (commencing with Section 6970) of Part 1 of Division 2 of the Public Contract Code in order to effectuate the construction of a replacement bridge span using Construction Manager/General Contractor authority. The Federal Highway Administration had authorized full funding for the replacement of the county-owned and maintained Yankee Jims Road Bridge Project in the County of Placer and has encouraged the use of Construction Manager/General Contractor methods to complete this project. The geography, topography, and location of the bridge present many

potential complex challenges, and the Construction Manager/General Contractor could reduce delays and ensure that such challenges are fully understood at the outset of construction.

(b) Nothing in this act shall extend any other authority to the County of Placer as a transportation planning agency under any other law.

SEC. 2. Section 6971 of the Public Contract Code is amended to read:
6971. For purposes of this chapter, the following definitions apply:

(a) “Construction manager” means a partnership, corporation, or other legal entity that is able to provide appropriately licensed contracting and engineering services as needed pursuant to a Construction Manager/General Contractor method contract.

(b) “Construction Manager/General Contractor method” means a project delivery method in which a construction manager is procured to provide preconstruction services during the design phase of the project and construction services during the construction phase of the project. The contract for construction services may be entered into at the same time as the contract for preconstruction services, or at a later time. The execution of the design and the construction of the project may be in sequential phases or concurrent phases.

(c) “Preconstruction services” means advice during the design phase, including, but not limited to, scheduling, pricing, and phasing to assist the regional transportation agency to design a more constructible project.

(d) “Project” means either of the following:

(1) The construction of an expressway that is not on the state highway system.

(2) The construction of the following bridges that are not on the state highway system:

(A) Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project.

(B) Yankee Jims Road Bridge Project in the County of Placer (Replacement/Rehabilitation).

(e) “Regional transportation agency” means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(5) A local transportation authority created or designated pursuant to Division 12.5 (commencing with Section 131000) or Division 19 (commencing with Section 180000) of the Public Utilities Code.

(6) The Santa Clara Valley Transportation Authority established pursuant to Part 12 (commencing with Section 100000) of Division 10 of the Public Utilities Code.

(7) The County of Placer.

SEC. 3. Section 6972 of the Public Contract Code is amended to read:

6972. (a) A regional transportation agency may utilize the Construction Manager/General Contractor method of procurement to design and construct projects pursuant to this section.

(b) A regional transportation agency may enter into a Construction Manager/General Contractor contract pursuant to this chapter after evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method and the board of the regional transportation agency affirmatively adopts the procurement strategy in a public meeting.

(c) The entity responsible for the maintenance of the local streets and roads within the jurisdiction of the expressway shall be responsible for the maintenance of the expressway.

SEC. 4. The Legislature finds and declares that a special law is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances regarding bridge transportation construction projects in the County of Placer and the City and County of San Francisco.

Attachment 2

SUMMARY OF PROJECT DELIVERY METHOD EVALUATION

On February 13, 2018 the San Francisco County Transportation Authority (“SFCTA”) project management team and its outside project consultants for the Yerba Buena Island Westside Bridges Seismic Retrofit project (“Project”) met at the SFCTA offices to evaluate whether the traditional Design-Bid-Build method (aka lowest bidder method, “DBB”) or the Construction Manager/General Contractor method (“CM/GC”) would be the optimal delivery method to utilize for the design and construction of the Project. The evaluation panelists were:

Eric Cordoba, SFCTA Deputy Director
 Dale Dennis, SFCTA Project Manager
 David Dickenson, WMH Corporation, design engineer
 Mike Scott, WSP USA Inc., construction management – resident engineer
 Mike Lohman, HDR Engineering, Inc., design consultant
 Mike DiGregorio, HDR Engineering, Inc., design consultant

1. Review of Preliminary Project Goals and Constraints

The evaluation panel began by identifying the Project attributes, and potential project goals and constraints. The panel cited the Project budget, scheduling constraints, potential milestones, stakeholders and risks. It also identified the following Project goals: (1) complete the project on budget while minimizing cost risk; (2) complete the project on schedule while minimizing delay risk; (3) select the best team (collaborative contractor and design/CM team relationship); (4) maximize safety of workers; and (5) select the best team (collaborative contractor and design/CM team relationship).

The primary Project specific constraints identified:

Complete project on schedule;
 Project must not exceed a specific amount;
 Must adhere to standards by San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, San Francisco Bay Conservation and Development Commission, and American Association of State Highway and Transportation Officials (AASHTO); and
 Challenging physical and environmental site location.

2. Evaluation Criteria

The panel then evaluated the DBB and CM/GC methods with respect to the following selection factors:

Delivery schedule;
 Project complexity and innovation;
 Level of design;
 Cost;
 Initial risk assessment;
 Staff experience/availability (of SFCTA);
 Level of oversight and control; and
 Competition and contractor experience.

For each delivery method, the panel took considerable time and discussion identifying the opportunities and obstacles for the project under each of the above selection factors; first under the DBB method, then under the CMGC method. Some factors had multiple opportunities and multiple obstacles; others had only opportunities or only obstacles, and some had none. After

Attachment 2

that discussion, the panel then gave each respective delivery method one of the following ratings: (1) most appropriate delivery method, (2) appropriate delivery method, (3) least appropriate delivery method, or (4) not applicable.

At the conclusion of the above proceedings, the panel reviewed the selection factor ratings given for each delivery method and concluded that the most appropriate delivery method for the Project would be the CMGC method.

3. Recommendation

Based on the above, the evaluation panel recommends that, pursuant to Public Contract Code §6972, SFCTA affirmatively adopt the CMGC method for design and construction of the Project.



Memorandum

Date: February 21, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/13/18 Board Meeting: Approval of the Construction Manager/General Contractor Project Delivery Method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the Construction Manager/General Contractor (CM/GC) Project Delivery Method for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project</p> <p>SUMMARY</p> <p>The Transportation Authority is the project sponsor for the YBI Westside Bridges Seismic Retrofit Project (Project). The Project has significant complex technical and physical topographic construction challenges. Based on a Value Analysis Study that we completed for the Project, in 2016 we worked with Assemblymember David Chiu and obtained state authorization through Assembly Bill 2374 to use the CM/GC project delivery method for the Project. The enacted legislation (Attachment 1) requires that after an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, the board of the regional transportation agency (i.e., the Transportation Authority) adopt the procurement strategy in a public meeting. We conducted the required evaluation and concluded that the CM/GC project delivery method would provide numerous advantages over the traditional Design-Bid-Build delivery method and should be utilized for final design and construction of the Project.</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 checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Interchange Improvement Project. TIDA has asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to deliver the I-80/YBI Interchange Improvement Project because of our expertise in funding and interacting with the California Department of Transportation on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) the YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps Phase 1 (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB)

and the YBI Southgate Road Realignment Improvements Phase 2; and 2) the YBI Westside Bridges Seismic Retrofit Project on the west side of the island.

We are 99% complete with the YBI Ramps Improvement Project – Phase 1, which included constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the SFOBB. Final close out efforts will be completed in the Spring 2018. We are now proceeding with implementation of two additional construction projects including the YBI Westside Bridges, which is the subject of this request.

The YBI Westside Bridges Project encompasses reconstructing or seismic retrofitting eight (8) existing bridge structures on the west side of YBI, several of which were constructed in the 1930s. These structures essentially comprise a viaduct along Treasure Island Road, just north of the SFOBB. Treasure Island Road, with these bridge structures, is a vital component of the YBI traffic circulation system and serves as an important part of the on and off-ramp system to the SFOBB.

Construction of the YBI Westside Bridges Project is scheduled to begin in early 2020 and be completed by summer 2021.

Project Challenges.

The Project is uniquely located along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay, which will make it challenging to implement. The construction work includes demolishing three existing bridges, reconstructing new bridges, and construction of new retaining walls, associated roadway improvements and the seismic retrofit of 5 existing bridge structures. Not only is the location challenging, but the Project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

As part of the Project implementation process, we conducted a Value Analysis Study (required per Federal funding regulations), which was completed in 2014. The study determined that the challenges and constraints associated with the Project create an increased-level of risk and complicate the constructability. The study indicated that with the geometric, geographic, and technical constraints for the Project, the Transportation Authority should investigate how to best identify and minimize risk during construction. Given these challenges and constraints, one key recommendation provided in the Value Analysis Study was to evaluate utilizing the CM/GC delivery method for the Project.

The Value Analysis Study recognized that in a traditional Design-Bid-Build process (contractor selected based on low bidder), a project of this technical complexity requires bidders to spend a significant amount of time and money prior to submitting a bid which may reduce the number of qualified bidders. The Value Analysis Study found that (1) the CM/GC project delivery method is best used on projects with complex, high-risk scope and (2) the CM/GC process would minimize the risk for the Transportation Authority and the contractor, which would ultimately lower the Project cost and accelerate the schedule, while improving overall project delivery. The Value Analysis Study also found that this project delivery method creates an environment for innovation, team work, and overall project success. The study concluded that the CM/GC process provides the ability for the public agency, design engineer and contractor to jointly identify risk and allocate the responsibility for mitigation to the most capable party and provides the ability to manage this risk throughout the

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lifecycle of the Project.**Project Delivery Methods.**

Under the CM/GC project delivery method, the Transportation Authority would engage a construction contractor during the project design process to act in an advisory role and to provide valuable preconstruction input during design with the goal of lowering overall construction time and construction risks. The CM/GC Contractor would provide constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. The CM/GC Contractor can provide valuable input during design towards discovering prior to construction potential design errors and/or omissions and therefore mitigating any resulting project costs. This arrangement is intended to mitigate project construction risks, with the goal of reducing costs and expediting the delivery schedule.

Under Design-Bid-Build, which is the traditional project delivery method, the public agency designs, or retains a designer to furnish complete design services, and then advertises and awards a separate construction contract based on the designer's completed construction documents. In Design-Bid-Build, there is no contractor who provides input during the preconstruction and design phase, therefore there is a higher risk for additional project costs due to any design errors or omissions discovered during construction.

As required by Assembly Bill 2374, we recently completed an evaluation for these two project delivery methods, Design-Bid-Build (contractor selected based on low bidder) and CM/GC (contractor selected during design phase to provide input on design with option to construct the project if an agreed upon price is established). The evaluation concluded that the CM/GC project delivery method would provide numerous advantages over the traditional Design-Bid-Build delivery method in delivering this Project and therefore would be the better project delivery method for the Project. Attachment 2 includes the Project's evaluation and recommendation of the CM/GC project delivery process.

Upon Board approval of staff's recommendation, we propose to issue a CMGC Request for Qualifications in April 2018, and bring a contract award to the Citizens Advisory Committee in May 2018 and to the Board in June 2018.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget. The project will be funded by Federal Highway Bridge Program – Seismic Retrofit funds, State Prop 1B – Seismic Retrofit funds, and Treasure Island Development Authority funds providing the local match.

CAC POSITION

The CAC was briefed on this item at its February 28, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Assembly Bill 2374

Attachment 2 – Summary of Project Delivery Method Evaluation



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RESOLUTION EXERCISING CONTRACT OPTIONS FOR ON-CALL LEGAL AND ON-CALL TRANSPORTATION PLANNING SERVICES IN AN AMOUNT NOT TO EXCEED \$2,500,000, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff, which include general legal counsel and on-call transportation planning services; and

WHEREAS, The Transportation Authority is currently contracted with two firms on an on-call basis for specialized transportation legal services due to its need for broad and deep access to legal services; and

WHEREAS, On April 28, 2015, through Resolution 15-50, the Transportation Authority awarded three-year contracts, with an option to extend for two additional one-year periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP for on-call legal services, for a combined amount not to exceed \$750,000; and

WHEREAS, The original budget and first option for this contract provided adequate funds for professional legal services related to the operation of public entities and for some project-specific general counsel services, however it did not anticipate costs for legal services associated with the Presidio Parkway (Doyle Drive) and Geary Bus Rapid Transit (BRT) projects; and

WHEREAS, Additional legal services related to these projects are estimated at about \$400,000, costs which were not anticipated when the contracts were negotiated; and

WHEREAS, The proposed action would exercise the second of two options of the initial contract in an amount not to exceed \$700,000, to a total contract value of \$1,700,000, which would



provide sufficient contract capacity for routine legal services needed and additional capacity for work related to the second option; and

WHEREAS, The Transportation Authority is currently contracted with five firms on an on-call, task order basis for transportation planning services due to the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts; and

WHEREAS, On April 26, 2016, through Resolution 16-49, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP USA Inc. (formerly WSP Parsons Brinckerhoff), for a combined amount not to exceed \$2,000,000; and

WHEREAS, The original contract award did not anticipate the extensive consultant services needed for the Treasure Island Mobility Management Agency (TIMMA) and Geary BRT projects, which accounted for approximately \$1,235,000 of the original contract award; and

WHEREAS, The proposed action will exercise the first of two options of the initial contract in an amount not to exceed \$1,800,000, to a total contract value of \$3,800,000; and

WHEREAS, The proposed contract options will be funded by a combination of federal and state grants, funding from other agencies through memoranda of agreement, and Prop K funds; and

WHEREAS, The Fiscal Year 2017/18 budget amendment will include sufficient funds to accommodate this year's activities, and sufficient funds will be included in future year budgets; and

WHEREAS, At its February 28, 2018 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to execute contract options

for on-call legal and on-call transportation planning services in an amount not to exceed \$2,500,000; and be it further

RESOLVED, That the Executive Director is authorized to modify 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 agreement amendments that do not cause the total contract value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

Date: February 22, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 03/13/18 Board Meeting: Exercise Contract Options for On-Call Legal and On-Call Transportation Planning Services in an Amount Not to Exceed \$2,500,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Execute contract options for on-call legal and on-call transportation planning services in an amount not to exceed \$2,500,000: <ul style="list-style-type: none"> ○ Nossaman LLP and Wendel, Rosen, Black & Dean LLP (\$700,000) ○ Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP USA Inc. (\$1,800,000) • Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions <p>SUMMARY</p> <p>Transportation Authority staff seeks to exercise the second contract option with the current two firms for on-call legal services and the first contract option with the current five firms for on-call transportation planning services.</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 contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include general legal counsel and on-call transportation planning services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

Contracts.

Below are brief descriptions of the recommended services and amounts.

On-Call Legal Services \$700,000

The Transportation Authority is currently contracted with two firms on an on-call basis for specialized transportation legal services due to its need for broad and deep access to legal services. Having multiple contracts also mitigates any conflicts of interest, increases competition and allows for improved

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responsiveness. On April 28, 2015, through Resolution 15-50, the Transportation Authority awarded three-year contracts, with an option to extend for two additional one-year periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP for on-call legal services, for a combined amount not to exceed \$750,000. On June 27, 2017, through Resolution 17-57, the first option was exercised for \$250,000. The original budget and first option for this contract provided adequate funds for professional legal services related to the operation of public entities and for some project-specific general counsel services. However, the contract budget did not anticipate costs for legal services associated with Presidio Parkway (Doyle Drive) project and Geary Bus Rapid Transit (BRT) project.

Additional legal services related to these projects are estimated at about \$400,000, costs which were not anticipated when the contracts were negotiated. We are recommending an increase to the contract amount of \$700,000, to a total contract value of \$1,700,000. This would provide sufficient contract capacity for routine legal services needed and provide additional capacity for work related to the second and final option of the initial contract.

Attachment 1 provides brief descriptions of the work assigned to both legal teams.

On-Call Transportation Planning Services..... \$1,800,000

The Transportation Authority is currently contracted with five firms on an on-call, task order basis for transportation planning services due to the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts. On April 26, 2016, through Resolution 16-49, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP USA Inc. (formerly WSP Parsons Brinckerhoff), for a combined amount not to exceed \$2,000,000. Since then, the consultant teams have provided assistance to various transportation studies, including: Geary BRT, Treasure Island Travel Demand Management, Transportation Affordability Program, and Transit Pass, and Alemany Interchange Improvement Study, among others.

The original contract award did not anticipate the extensive consultant services needed for the Treasure Island Mobility Management Agency (TIMMA) and Geary BRT projects, which accounted for approximately \$1,235,000 of the original contract award. Stantec Consulting Services, Inc. has provided expertise in project management, toll policies and engineering. Arup North America, Ltd. is assisting staff to develop a transit pass study for Treasure Island, including developing policy guidelines and technical specifications for the multi-operator transit pass. Nelson\Nygaard Consulting Associates is providing consulting services to develop an implementation strategy for the TIMMA Travel Demand Management and Transportation Affordability Programs. In addition, the Geary BRT project required additional consulting services to update and revise the Administrative Final Environmental Impact Statement and Record of Decision due to multiple rounds of comments from the Federal Transit Administration.

During Fiscal Year 2018/19, the consultant teams will continue to provide assistance as the following projects advance forward: Lombard Crooked Street Reservations and Pricing Study, Vision Zero Ramp Intersections Study Phase II and other various projects. The proposed action will add contract capacity and exercise the first of two options of the initial contract.

Attachment 2 provides brief descriptions of the task orders assigned to the consultant firms.

FINANCIAL IMPACT

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The Fiscal Year 2017/18 budget amendment will include sufficient funds to accommodate this year's activities, and sufficient funds will be included in future year budgets. The proposed contract options will be funded by a combination of federal and state grants, funding from other agencies through memoranda of agreement, and Prop K funds.

CAC POSITION

The CAC was briefed on this item at its February 28, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – General Legal Counsel Services Work Assignments

Attachment 2 – On-Call Planning Task Orders

**Attachment 1:
General Legal Counsel Services Work Assignments**

Legal Firm	Work Assignment Description	Amount
Nossaman LLP	General Legal Services ¹	\$377,230
	Presidio Parkway	\$224,432
	Debt Issuance	\$84,943
	Yerba Buena Island Ramps	\$32,793
	Geary Bus Rapid Transit	\$38,681
	Vision Zero	\$10,000
	San Francisco Transportation Plan	\$6,775
	Treasure Island Mobility Management Agency	\$5,529
	Van Ness Bus Rapid Transit	\$3,002
	I-280 Balboa Park Interchange	\$760
	Quint-Jerrold Connector Road	\$342
Total Work Assignments Awarded to Nossaman LLP		\$784,487
Wendel, Rosen, Black & Dean LLP	Treasure Island Mobility Management Agency	\$45,520
	General Legal Services ¹	\$25,000
	Yerba Buena Island Ramps and Bridge Structures	\$24,500
	Transportation Network Company Research	\$20,000
	I-280 Balboa Park Interchange	\$956
	Vision Zero Ramps Phase 2	\$722
Total Work Assignments Awarded to Wendel, Rosen, Black & Dean LLP		\$116,698
Total Work Assignments Awarded to Date		\$901,185
Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms		\$90,636

¹ General legal services encompasses activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate work assignments.

**Attachment 2:
On-Call Transportation Planning Task Orders**

Prime Consultant	Subconsultant(s)	Task Order Description	Amount
Arup N. America, Ltd.	Circlepoint	Geary Bus Rapid Transit Project	\$343,906
	CH2M Hill	TIMMA Mandatory Transit Pass Study	\$131,476
	Eisen/Letunic	San Francisco Transportation Task Force	\$75,000
	N/A	San Francisco Transportation Plan	\$39,903
Total Task Orders Awarded to Arup N. America, Ltd.			\$590,285
Iteris, Inc.	N/A	N/A	\$0
Total Task Orders Awarded to Iteris, Inc.			\$0
Nelson\Nygaard Consulting Associates	Ann Carey Consulting	TIMMA Travel Demand Management and Transportation Affordability Program	\$168,673
	Parisi Transportation Consulting, Ronny Kraft Consulting	Vision Zero Ramp Intersections Study Phase II Planning Services	\$106,306
	Daniller Consulting	District 10 Mobility Management Study	\$100,000
	N/A	Alemanly Interchange Improvement Study	\$33,526
	Elham Shirazi	BART Travel Incentives Program	\$2,250
Total Task Orders Awarded to Nelson\Nygaard Consulting Associates			\$410,755
Stantec Consulting Services, Inc.	W&S Solutions, Jay Primus	TIMMA Planning: Project Management and Parking Management Plan	\$268,551
	CDM Smith	TIMMA Engineering: On-Call Support for Preliminary Engineering Activities	\$161,219
	N/A	TIMMA Governance: Project Management and On-Call Advising	\$161,176
Total Task Orders Awarded to Stantec Consulting Services, Inc.			\$590,946
WSP USA, Inc.	Transportation Analytics	Technology Enabled Transportation	\$45,000
	N/A	Commuter Shuttles Hub Study	\$11,000
	Strategic Cities	Transportation Network Company Research	\$10,000
Total Task Orders Awarded to WSP			\$66,000
Total Task Orders Awarded to Date			\$1,657,986
Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms			\$135,821

RESOLUTION EXTENDING THE VISION ZERO COMMITTEE OF THE
TRANSPORTATION AUTHORITY FOR AN ADDITIONAL TWO-YEAR PERIOD

WHEREAS, On February 25, 2014, the Transportation Authority Board approved Resolution 14-58, establishing an ad hoc Vision Zero Committee of the Transportation Authority to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; and

WHEREAS, The Vision Zero Committee was established to serve for a two-year period beginning from the first Committee meeting and was composed of four members, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, On February 23, 2016, the Transportation Authority Board approved Resolution 16-41, revising the structure of the Vision Zero Committee from five to three members to ensure that the Committee will be able to maintain quorum at its meetings, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, The first meeting of the Vision Zero Committee was held on April 10, 2014, with subsequent meetings held on an ad hoc basis but on a quarterly schedule; and

WHEREAS, Unless extended, the Vision Zero Committee will be discontinued on April 10, 2018; and

WHEREAS, At its March 13, 2018 meeting, the Transportation Authority Board met and recommended extending the Vision Zero Committee for an additional two-year period to continue to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; now, therefore, be it

RESOLVED, That the Transportation Authority hereby extends the Vision Zero Committee for an additional two year-period, ending on April 10, 2020.



Memorandum

Date: March 5, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy & Programming
Subject: 03/13/18 Board Meeting: Extend the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the request to extend the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period</p> <p>SUMMARY</p> <p>At the request of Commissioner Yee, Chair of the Vision Zero Committee, staff seeks an additional two-year period extension of the Vision Zero Committee, which was established as an ad hoc committee of the Transportation Authority in 2014. Unless extended, the Vision Zero Committee will be discontinued on April 10, 2018. In that case, any Vision Zero items would be presented directly to the Transportation Authority Board.</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: Vision Zero Committee
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DISCUSSION

Background.

On February 25, 2014, the Transportation Authority Board approved Resolution 14-58, establishing an ad hoc Vision Zero Committee of the Transportation Authority to track and support the City’s progress toward prioritizing street safety and eliminating traffic deaths by 2024. The Vision Zero Committee was established to serve for a two-year period beginning from the first Committee meeting and was composed of four members, with the Transportation Authority Chair serving as an ex-officio member. On February 23, 2016, the Transportation Authority Board approved Resolution 16-41, revising the structure of the Vision Zero Committee from five to three members to ensure that the Committee will be able to maintain quorum at its meetings, with the Transportation Authority Chair serving as an ex-officio member. The first meeting of the Vision Zero Committee was held on April 10, 2014, with subsequent meetings held on an ad hoc basis but on a quarterly schedule.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will be briefed on this item at its March 28 meeting.

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SUPPLEMENTAL MATERIALS

None.