



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, March 20, 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

**Page**

- 1. Roll Call
- 2. Chair’s Report – **INFORMATION**
- 3. Executive Director’s Report – **INFORMATION**

**Consent Agenda**

- 4. Approve the Minutes of the March 13, 2018 Meeting – **ACTION\*** 5
- 5. **[Final Approval]** Appoint John Larson to the Citizens Advisory Committee – **ACTION \*** 11
- 6. **[Final Approval]** Adopt Positions on State Legislation – **ACTION\*** 19  
**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)
- 7. **[Final Approval]** 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\*** 25
- 8. **[Final Approval]** Allocate \$8,795,721 in Prop K Funds for Six Requests, with Conditions – **ACTION\*** 33  
**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)

## Board Meeting Agenda

9. **[Final Approval]** Authorize the Executive Director to Utilize the Construction Manager/General Contractor Delivery Method for the Yerba Buena Island Westside Bridges Retrofit Project –**ACTION\*** 45
10. **[Final Approval]** Execute Contract Options for On-Call Legal and On-Call Transportation Planning Services in an Amount Not to Exceed \$2,500,000 – **ACTION\*** 57
- 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)
11. **[Final Approval]** Extend the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period – **ACTION\*** 65

**End of Consent Agenda**

12. Update on the Adult School Crossing Guard Program – **INFORMATION\*** 69
13. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – **INFORMATION\*** 75

**Other Items**

14. 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.
15. Public Comment
16. Adjournment

**\*Additional Materials**


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

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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## Board Meeting Agenda

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 13, 2018

### 1. Roll Call

Chair Peskin called the meeting to order at 10:11 a.m.

**Present at Roll Call:** Commissioners Breed, Peskin, Ronen, Safai, Sheehy, Stefani and Tang (7)

**Absent at Roll Call:** Commissioners Cohen (entered during Item 3), Yee (entered during Item 3), Fewer and Kim (4)

**Commissioner Breed moved to excuse Commissioner Kim, seconded by Commissioner Sheehy. Commissioner Kim was excused without objection.**

**Commissioner Ronen moved to excuse Commissioner Fewer, seconded by Commissioner Yee. Commissioner Fewer was excused without objection.**

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that on item 7, allocation of Prop K funds, the CAC recommended approval of the item, but a question was raised if the SFMTA had thought about buying the components of the traffic signals and doing the work themselves. Mr. Larson said that a CAC member with subject matter expertise said it was more cost effective to contract the work out, especially because of irregular work schedules and because of excavation work required that was not normally within the SFMTA's traffic signal shop expertise. Mr. Larson stated that the CAC also recommended authorizing the construction manager/general contractor project delivery method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project. Mr. Larson stated that CAC members were informed that from a federal funding point of view each of the 8 bridges were independent, which meant 8 separate environmental reports were drafted. He said it was noted that categorical exemptions from the California Environmental Quality Act (CEQA) and categorical exclusion from the National Environmental Policy Act (NEPA) were obtained to help streamline the process. He said that CAC members compared the cost of Yerba Buena Island Westside Bridges project to the cost to construct the Quint-Jerrold Connector Bridge and concluded that the latter looked disproportionately expensive.

Mr. Larson said the CAC received an update on the Quint-Jerrold Connector Road project and was encouraged that Trans-Metro appeared willing to sell the needed land for the connector road. He said the CAC expressed appreciation to Chair Peskin for his attention to getting toward a solution for the project. He said the CAC also received updates about the ConnectSF vision documents and Regional Measure 3 (RM3) and stated that all CAC members were interested in the degree of outreach that community members received in the process. Regarding RM3, Mr.

Larson mentioned CAC members were interested to see if an income adjusted rebate or toll might be possible to address affordability issues, with the proposed bridge toll increase. He said that CAC members urged that crucial content on the Transportation Authority's website be professionally translated and that it not solely on on-line services such as google translate. Mr. Larson reported that during new business, the CAC called for an update from San Francisco Municipal Transportation Authority (SFMTA) leadership on what the agency was doing to address system operation and reliability issues in the Muni Metro (rail) system.

There was no public comment.

**3. Approve the Minutes of the February 27, 2018 Meeting – ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

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

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

John Larson spoke to his interests and qualifications in being reappointed to the CAC.

Commissioner Yee said that he was very happy with Mr. Larson in his role as CAC Chair and looked forward to bridging the CAC with the Vision Zero Committee. Commissioner Yee said that he fully supported Mr. Larson.

There was no public comment.

Commissioner Yee moved to reappoint John Larson to the CAC, seconded by Commissioner Stefani.

The motion to reappoint John Larson was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**5. Adopt Positions on State Legislation – ACTION**

Mark Watts, State Legislative Advocate, presented the item.

Commissioner Breed commented on Assembly Bill (AB) 3059 and said she appreciated the forward thinking of the sponsor bill and the ongoing work of the transportation task force. She said she believed San Francisco was not at a point to seek state pricing regulations and that congestion pricing was something the Board needed to continue to study and discuss with the public, like it did with Lombard Street in District 2. She supported the recommended positions but stated that she wanted to make sure thorough studies around congestion pricing were conducted to understand congestion pricing's impacts and whether it would have a significant impact with Lombard Street in particular. She said it was yet to be determined but was looking forward to the data when implemented.

Chair Peskin said the Board of Supervisors held a hearing about Senate Bill (SB) 827, sponsored by Senator Weiner, and requested that Transportation Authority staff conduct an independent analysis about potential transportation impacts and value recapture as it related to transportation infrastructure needs. He said the Planning Department of the city and county of San Francisco had already conducted an independent analysis.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**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**

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**7. Allocate \$8,795,721 in Prop K Funds for Six Requests, with Conditions – ACTION**

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

Commissioner Yee asked for an update on the new transit and pedestrian bulbs on 19th Avenue, Junipero Serra Boulevard and Holloway Avenue. He asked how those changes fit into the larger modification and expansions that were being proposed in the development of Park Merced.

Kevin Chu, Project Manager at the SFMTA, said that the project along 19th Avenue that described the pedestrian bulbs and transit bulbs was a separate project from the M-Line Realignment Project. He said the M-Line Realignment Project through Park Merced was in the early stages of design but noted that replacement of transit and pedestrian bulbs was scheduled for construction later in the year.

Commissioner Safai spoke about the necessity of using District 11's Neighborhood Transportation Improvement Program (NTIP) funds for traffic calming measures. He mentioned that two pedestrians and one bicyclist were killed in car crashes, and multiple others have been hit by cars in District 11 since he was elected Supervisor 14 months ago. He said those incidents were the reason the Board aggressively promoted Vision Zero. He said when he heard that there was \$600,000 available in NTIP funds, he wanted to prioritize what he had heard from residents in the last two years, which was traffic calming. He said District 11 was going to prioritize looking at neighborhood parks first and would be working with San Francisco Recreation and Parks Department, the Transportation Authority and the SFMTA. He said District 11 was installing

raised crosswalks and speed humps, and with the SFMTA had prioritized restriping of all the yellow crosswalks at the beginning of the school year. He believed that restriping every yellow crosswalk had a significant impact on protecting children and families on their way to school. He said the SFMTA had committed to matching a significant amount of the \$600,000 and hoped to get as many speed humps installed over the next year.

Commissioner Safai said District 11 was somewhat unique because it was bounded by two major freeways and there was a significant amount of freeway entrances and exits in and around District 11 that lead to a significant amount of speeding and frustration with cars coming on and off the freeway. He said he wanted to prioritize those areas to protect pedestrians and thanked Director Chang and the Transportation Authority, along with Director Reiskin and the SFMTA.

Commissioner Tang said 19th Avenue began to be repaved in the summer of 2017 but coincided with the repaving of Sunset Boulevard, which resulted with Sunset Boulevard getting a patch job instead in 9 areas. She said the repaving of Sunset Boulevard got delayed until 2020, which would be the same year that the repaving of 19 Avenue was scheduled to start. She wanted to make sure all the different agencies were coordinating the timing and mentioned that the west side could not have two major corridors out at the same time. She said if 19th Avenue was going to be repaved in 2020, then she would request that the Sunset Boulevard repaving be pushed up earlier. She said she would follow up with Public Works staff.

Mr. Quintanilla said that the Transportation Authority would follow up with Public Works, regarding Commissioner Tang's request.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**8. Authorize the Executive Director to Utilize the Construction Manager/General Contractor Delivery Method for the Yerba Buena Island Westside Bridges Retrofit Project – ACTION**

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**9. Execute Contract Options for On-Call Legal and On-Call Transportation Planning Services in an Amount Not to Exceed \$2,500,000 – ACTION**

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



memorandum.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

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

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

Commissioner Yee said that the Vision Zero Committee had been rewarding for him to serve on, and that it had been an opportunity for committee members to focus specifically on Vision Zero issues. He said it was important to recognize that last year, there were the fewest fatalities recorded in the history of the city because of the commitment to the Vision Zero policy. He said that collisions that led to injuries and fatalities were preventable and mentioned that one of his interns was hit last month by a Transportation Network Company (TNC) driver while crossing a street. He said already this year, three people had been killed, and that those families would continue to live with their grief. He said although progress had been made through traffic calming and education, more needed to be done. He said the Vision Zero Committee would work in collaboration with the Vision Zero Task Force to further strengthen the committee. He supported the extension of the committee and looked forward to working with the Board on policies and recommendations to move the city closer to its Vision Zero goals.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Kim (2)

**Other Items**

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

There were no new items introduced.

**12. Public Comment**

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

**13. Adjournment**

The meeting was adjourned at 10:58 a.m.



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RESOLUTION REAPPOINTING JOHN LARSON 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 reappointing John Larson to serve on the CAC for a period of two years, with final approval to be considered at the March 20, 2018 Board meeting; now therefore, be it

RESOLVED, That the Board hereby reappoints John Larson 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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There is one open seat on the CAC requiring Board action. The opening is the result of the term expiration of 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 5

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](http://www.sfcta.org/cac).

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

### **FINANCIAL IMPACT**

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

### **CAC POSITION**

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

### **SUPPLEMENTAL MATERIALS**

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

## Attachment 1 (Updated 03.05.18)

CITIZENS ADVISORY COMMITTEE <sup>1</sup>

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)

<sup>1</sup> 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

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
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	<a href="#">AB 2418</a> <a href="#">Mullin</a> D	<b>Transportation: advanced technologies: grant program.</b> 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	<a href="#">AB 2712</a> <a href="#">Allen, Travis</a> R	<b>Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.</b> 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	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	<b>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</b> 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**  
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Watch	<a href="#">AB 2923</a> <a href="#">Chiu D</a>	<p><b>San Francisco Bay Area Rapid Transit District (BART): transit-oriented development.</b></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	<a href="#">AB 3059</a> <a href="#">Bloom D</a>	<p><b>Congestion pricing demonstration pilot projects.</b></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	<a href="#">AB 3124</a> <a href="#">Bloom D</a>	<p><b>Vehicles: length limitations: buses: bicycle transportation devices</b></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	<a href="#">SB 1119 Newman</a> D	<b>Low Carbon Transit Operations Program.</b> 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	<a href="#">SB 1132 Hill</a> D	<b>Vehicles: right turn violations.</b> 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	<a href="#">SB 1376 Hill</a> D	<b>Transportation network companies (TNCs): accessibility plans.</b> 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	<a href="#">SB 1427 Hill</a> D	<b>High-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes.</b> 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 <sup>1</sup> (as of 3/1/2018)
Support	<a href="#">AB 1 Frazier</a> D	Transportation Funding	Assembly Dead
	<a href="#">AB 17 Holden</a> D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	<a href="#">AB 87 Ting</a> D	Autonomous vehicles	Senate Desk

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

<sup>1</sup>Under 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](http://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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>The Transportation Authority is seeking consultant services to implement a redesign and upgrade of the agency's website: <a href="http://www.sfcta.org">www.sfcta.org</a>. 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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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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

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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 <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	
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
<b>TOTAL</b>						<b>\$ 8,795,721</b>	<b>\$ -</b>	<b>70%</b>	<b>70%</b>	

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency).

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	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 <sup>1</sup>

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 <sup>1</sup>

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.

<b>TOTAL</b>	<b>\$8,795,721</b>
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<sup>1</sup> See Attachment 1 for footnotes.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	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 have 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	<b>Strategic Plan Amendment:</b> 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. <b>5-Year Prioritization Program (5YPP) Amendment:</b> 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	<b>5YPP Amendment:</b> 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	<b>5YPP Amendment:</b> 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	<b>Multiphase Allocation:</b> 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.
<b>TOTAL \$</b>			<b>8,795,721</b>	

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

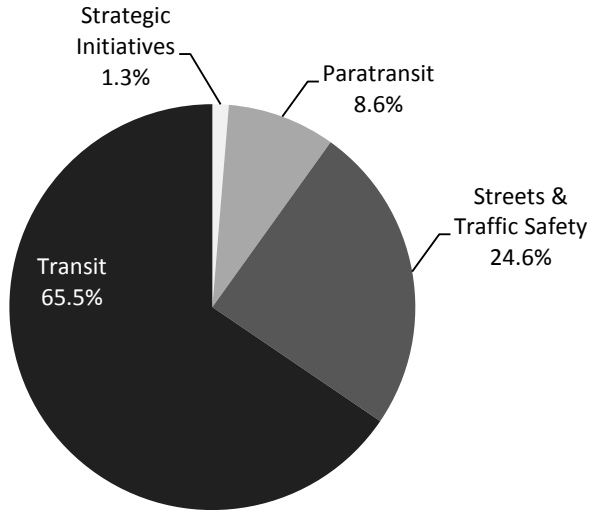


**Attachment 4.  
Prop K Allocation Summary - FY 2017/18**

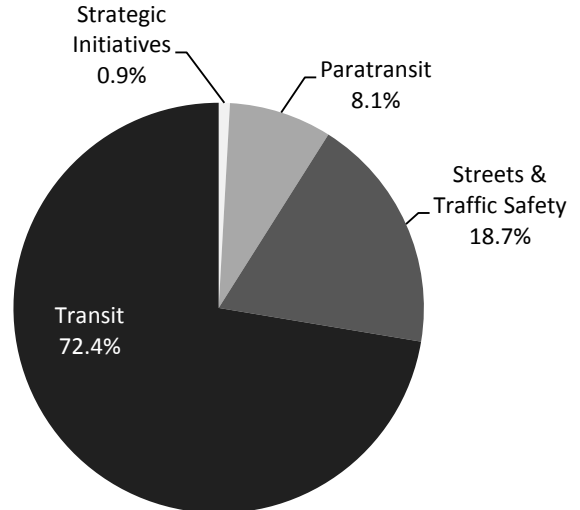
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 81,200,537	\$ 35,384,817	\$ 41,580,797	\$ 1,334,620	\$ 786,831	\$ 786,830
Current Request(s)	\$ 8,795,721	\$ 356,654	\$ 7,712,230	\$ 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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• 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"> <li>1. Cable Car Pulley Rebuild (\$280,999)</li> <li>2. 19th Avenue Complete Streets (\$425,000)</li> <li>3. New Traffic Signals (Contract 64) (\$5,289,722)</li> <li>4. Intelligent Transportation Systems - Variable Message Signs (\$1,000,000)</li> <li>5. Intelligent Transportation Systems - Traffic Camera Deployment (\$1,200,000)</li> <li>6. District 11 Near Term Traffic Calming [NTIP Capital] (\$600,000)</li> </ol> </li> </ul> <p><b>SUMMARY</b></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"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Other:</li> </ul> <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

## Agenda Item 8

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><b>RECOMMENDATION</b>    <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><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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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

## Agenda Item 9

**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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• 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"> <li>○ Nossaman LLP and Wendel, Rosen, Black &amp; Dean LLP (\$700,000)</li> <li>○ Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP USA Inc. (\$1,800,000)</li> </ul> </li> <li>• Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions</li> </ul> <p><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <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

## Agenda Item 10

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**

## Agenda Item 10

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**

<b>Legal Firm</b>	<b>Work Assignment Description</b>	<b>Amount</b>
Nossaman LLP	General Legal Services <sup>1</sup>	\$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
<b>Total Work Assignments Awarded to Nossaman LLP</b>		<b>\$784,487</b>
Wendel, Rosen, Black & Dean LLP	Treasure Island Mobility Management Agency	\$45,520
	General Legal Services <sup>1</sup>	\$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
<b>Total Work Assignments Awarded to Wendel, Rosen, Black &amp; Dean LLP</b>		<b>\$116,698</b>
<b>Total Work Assignments Awarded to Date</b>		<b>\$901,185</b>
<b>Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms</b>		<b>\$90,636</b>

<sup>1</sup> 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**

<b>Prime Consultant</b>	<b>Subconsultant(s)</b>	<b>Task Order Description</b>	<b>Amount</b>
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
<b>Total Task Orders Awarded to Arup N. America, Ltd.</b>			<b>\$590,285</b>
Iteris, Inc.	N/A	N/A	\$0
<b>Total Task Orders Awarded to Iteris, Inc.</b>			<b>\$0</b>
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
<b>Total Task Orders Awarded to Nelson\Nygaard Consulting Associates</b>			<b>\$410,755</b>
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
<b>Total Task Orders Awarded to Stantec Consulting Services, Inc.</b>			<b>\$590,946</b>
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
<b>Total Task Orders Awarded to WSP</b>			<b>\$66,000</b>
<b>Total Task Orders Awarded to Date</b>			<b>\$1,657,986</b>
<b>Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms</b>			<b>\$135,821</b>



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; with final approval to be considered at the March 20, 2018 Board meeting; 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><b>RECOMMENDATION</b>    <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><b>SUMMARY</b></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>	<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: Vision Zero Committee</p>
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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.



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# Memorandum

**Date:** March 12, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 03/20/18 Board Meeting: Update on the Adult School Crossing Guard Program

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>At its January 9, 2018 meeting, the Board approved \$2,813,264 in One Bay Area Grant Cycle 2 (OBAG 2) funds for the Safe Routes to School (SRTS) Non-Infrastructure Project. This action was conditioned upon the San Francisco Municipal Transportation Agency (SFMTA) presenting a proposal to the Board by March 30, 2018 for potential changes to the adult crossing guard program to improve recruitment and retention, guard assignment policies, and selection of participating schools. To fulfill this condition, the SFMTA staff has provided a memorandum (Attachment 1) that will be presented at the March 20 Transportation Authority Board meeting.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: Condition of One Bay Area Grant Cycle 2 Funding Recommendation</li> </ul>
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**DISCUSSION**

**Background.**

As Congestion Management Agency for San Francisco, the Transportation Authority was responsible for programming \$42.286 million in OBAG 2 funds from the Metropolitan Transportation Commission (MTC), including funding for SRTS. During discussion related to one of the staff recommended OBAG 2 projects, the SRTS Non-Infrastructure Project, several Board members expressed concern over the effectiveness of the project and a desire for better coordination among the various safe routes to school programs such as school crossing guards and capital safety improvements near schools. In addition, Board members expressed a strong desire for the SRTS program to better respond to the unique needs of every school.

At Chair Peskin’s request, we supported staff from Chair Peskin’s and Commissioner Tang’s offices in convening staff from the DPH, SFMTA, and the San Francisco Unified School District to review the current structure of the SRTS program and consider opportunities for improvements. As an outcome of those discussions, at its January 9, 2018 meeting the Board approved programming \$2,813,264 to the SFMTA for the SRTS Non-Infrastructure project, conditioned upon the SFMTA providing the following items to the Transportation Authority Board:

- **By March 31, 2018: A proposal for modifying the crossing guard program.** This timing allows for recommendations to be implemented prior to the start of the 2018 school year. Specifically, SFMTA will consider how it can improve recruitment and retention, guard assignment policies, and selection of participating schools.
- **By June 30, 2018: A report on the transition of the SRTS non-infrastructure project from DPH to SFMTA** including an evaluation of the scope, budget and funding plan, and updated goals and metrics to measure the effectiveness of the project.
- **By June 30, 2018: A proposal for re-establishing the capital program for school area projects,** including how the identification, prioritization, and implementation of capital improvements near schools will be coordinated with the non-infrastructure work.
- **Annually: Provide progress reports** on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics.

The first condition above is the subject of this memorandum. Attachment 1 provides an overview of the SFMTA's school crossing guard program, describes some of the challenges associated with administering the program, and outlines next steps to improve the program and effectively use limited resources.

#### **FINANCIAL IMPACT**

None. This is an information item.

#### **CAC POSITION**

None. This is an information item.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Memorandum from SFMTA: Crossing Guard Program Overview, Challenges & Next Steps



Mark Farrell, *Mayor*

Cheryl Brinkman, *Chairman*

Malcolm Heinicke, *Vice-Chairman*

Gwyneth Borden, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

## MEMORANDUM

DATE: March 1, 2018

TO: San Francisco County Transportation Authority Commissioners

FROM: SFMTA Adult School Crossing Guard Program

SUBJECT: Crossing Guard Program Overview, Challenges & Next Steps

This memorandum gives an overview of the San Francisco Municipal Transportation Agency (SFMTA) Adult School Crossing Guard Program, describes some of the challenges associated with administering the program, and outlines next steps to improve the program and effectively use limited resources.

## OVERVIEW

The SFMTA Adult School Crossing Guard Program (the “Program”) employs 195 adult crossing guards (“Guards”) to assist students in safely getting to and from public and private schools. It focuses on providing services to over 100 elementary and middle schools but does not provide Guards for preschools or high schools. Guards focus on crossing children but will also help seniors and disabled pedestrians when needed. They are encouraged to cross all pedestrians when children are not present.

While there are enough Guards on hand to handle over 100 schools, there is currently a waiting list for nineteen intersections that currently qualify for a Guard but for which hiring enough Guards has not been possible. When a school applies for a Guard, counts of children walking and vehicles passing through the intersection are taken and compiled with other information about the location to determine if the location qualifies for a Guard. Each qualifying location is given a score and ranked among other locations that qualify for a Guard.

Guards work part time over a split shift - approximately 1 hour 15 minutes in the morning when children are going to school and 1 hour 15 minutes in the afternoon when school is dismissed. Guards only work during the school year and do not work during the summer or holiday breaks. They are Temporary Exempt employees and do not work over 1040 hours in a calendar year. They earn \$17.96 per hour (only about \$9,000 per year), do not receive medical, dental or pension benefits but are able to accumulate sick pay, vacation and floating holidays. SEIU Local 1021 represents them.

The Program is funded primarily by the SFMTA’s general fund and has a budget of just over \$2.2 million per fiscal year, with about \$1.7 million going towards Guards’ salaries. The remaining funds cover office staff salaries, Guard uniforms and gear, overhead and other expenses. The San Francisco Unified School District (SFUSD) contributes \$250,000 every year, which was negotiated in a 1997 MOU between the SFMTA and the SFUSD.

Guards represent the diverse population of San Francisco. They are seniors, retirees, parents, grandparents, and college students, many of whom are immigrants grateful for this employment opportunity. For more than half of Guards, English is not their primary language. However our office and training staff provide translation in Cantonese, Mandarin, Spanish and Vietnamese. Many are wonderful and caring employees that are highly valued by the community they serve. While many Guards stay with the job for years, a large percentage also quickly tire of the split shift and minimal hours and move on, sometimes after only a few days or a couple of weeks.

## PROGRAM CHALLENGES

Staffing is the number one challenge facing the Program. It is difficult to maintain our current optimal number of 195 and it has not been possible to reach a staffing level of 215+ to handle all locations that qualify for a Guard. Interviewing, hiring and training takes place throughout the year but Guards sometimes leave as fast as they are hired. Through increased community outreach and collaboration with our Human Resources (HR) division, progress has been made on the hiring front but reaching full staffing levels has been elusive.

Related to this hiring challenge is the ongoing and growing demand for this popular program. Requests for Guards easily exceed the supply, so placement and assignment of Guards is dependent on a number of criteria to ensure they are placed at intersections where they are needed the most.

### Current Placement Procedure:

Applications are accepted from the school principal only. Once received they are logged in for a survey to determine eligibility for a Guard. The four criteria that must be met in order to receive a Guard are:

1. The school must be K - 8th grades or some combination thereof;
2. The corner must be a designated school crossing (having a yellow ladder crosswalk);
3. During school arrival or dismissal there must be a minimum of 300 vehicles per hour traveling through the intersection;
4. During school arrival or dismissal there must be a minimum of 10 children crossing the intersection over a 10 minute period.

If a Guard is warranted at the intersection, it is placed on a ranked priority list according to a variety of factors including pedestrian-related collision history, number of students using the crosswalk, vehicular volume, intersection geometry, school enrollment, presence of MUNI route(s), and any special circumstances. This step places Guards at locations where safety benefits are expected to be the greatest.

There is currently a waiting list of nineteen intersections that qualify for a Guard, with seven applications awaiting surveys. Expanding the Program to include more Guards for more schools will require additional funding, as well as other reforms to make the jobs more attractive and increase retention. While the Program is not eligible for most grants, increasing funding for the Program could be considered as part of any potential new local revenue source aimed at funding transportation improvements and operations. With more funding, the SFMTA could pursue strategies such as increasing pay or hours for Guards to improve retention, or even hiring contractors to expand the number of Guards the program deploys.



## RECENT PROGRAM IMPROVEMENTS

The goal of the Program is to serve schools and communities to the best of its ability and resources. In response to feedback about the Program and review of its resources and hiring challenges, a number of improvements have been made in the past two-three years:

- Close collaboration with the SFMTA HR division to improve the hiring process and keep it ongoing throughout the year via a regularly updated list of potential applicants.
- Assignment of Guards to work two schools when scheduling allows, and reduction of intersections with two Guards to one when safety allows, to cover more locations.
- Review of our current survey guidelines to be sure important criteria such as turn movements that conflict with pedestrians and High Injury Network locations are suitably assessed.
- Identification of funding to resurvey all intersections and ensure that staff resources are used at the locations where they are most needed given possible changes to travel patterns.

## NEXT STEPS

In the next year, the Program plans to resurvey all locations. Periodic refreshes of data and locations that qualify for Guards is a practice for other model Programs, such as in Marin County, and allows us to better align Guards with locations that need them on a regular basis. This will provide an opportunity to redistribute Guards on a two to five year basis (depending on available funding).

Warrants will be updated to be more context sensitive by better reflecting existing traffic control conditions and will include points for streets on the High Injury Network in San Francisco, where 75% of all fatal and severe injury collisions take place on just 13% of the city's streets.

Combining the refreshed data with updated warrants, the rankings of school locations that have applied for Guards will be updated. Depending on the magnitude of possible changes, which are not expected to be large, outreach to affected schools and principals will take place while working closely with the SFUSD (and district Supervisor, if requested).

Lastly, ongoing efforts to improve hiring processes and retention will continue to find more qualified applicants and make the job more attractive for Guards to stay with it. If more funding is identified, additional steps will be taken to improve retention and expand the Program.

## CONCLUSION

The SFMTA Crossing Guard Program is very popular and in high demand. Recent and planned improvements to the Program will allow it to maximize its resources and address as many locations as possible. Every day, rain or shine, an average of 180 Guards work every day to keep the children of San Francisco safe while on their way to and from school.



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# Memorandum

**Date:** March 12, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy & Programming  
**Subject:** 03/20/18 Board Meeting: Update on the Valencia Bikeway Implementation Plan [NTIP Planning]

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b>          At the request of Commissioners Sheehy and Ronen, San Francisco Municipal Transportation Agency (SFMTA) staff have provided an update (Attachment 1) on the project status and anticipated next steps, including near-term improvements, for the Valencia Street Bikeway Implementation Plan [NTIP Planning]. The plan will comprehensively assess alternatives for improving Valencia Street between Market and Mission streets. SFMTA staff will present this item at the March 20 Transportation Authority Board meeting.</p>	<p><input type="checkbox"/> Fund Allocation  <input type="checkbox"/> Fund Programming  <input type="checkbox"/> Policy/Legislation  <input checked="" type="checkbox"/> Plan/Study  <input type="checkbox"/> Capital Project Oversight/Delivery  <input type="checkbox"/> Budget/Finance  <input type="checkbox"/> Contract/Agreement  <input type="checkbox"/> Other:</p>
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## DISCUSSION

**Background.** On December 5, 2017 the Transportation Authority Board allocated \$145,000 in Prop K funds to the Valencia Street Bikeway Implementation Plan [NTIP Planning] project. The study, partially funded with District 8 Neighborhood Transportation Improvement Program funds, focuses on opportunities to upgrade the existing bike lanes given the high volume of cyclists on Valencia Street, history of bicycle-motor vehicle crashes, and evidence suggesting that illegal parking and loading within the bike lane are prevalent.

The Valencia Bikeway Improvements project began in February 2018. The attached memorandum summarizes the current project status and anticipated next steps. This nine-month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the Transportation Authority Board in Fall 2018.

Given the high level of interest in this corridor, Commissioner Sheehy has requested that SFMTA staff present this progress update at the March 20 Transportation Authority Board meeting.

## FINANCIAL IMPACT

None. This is an information item.

## CAC POSITION

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None. This is an information item. The CAC will be briefed on this item at its March 28 meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Memorandum from SFMTA: Valencia Street Bikeway Implementation Plan Update



Mark Farrell, *Mayor*

Cheryl Brinkman, *Chairman*

Malcolm Heinicke, *Vice-Chairman*

Gwyneth Borden, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

DATE: March 1, 2018

TO: San Francisco County Transportation Authority Board of Commissioners

FROM: Kimberly Leung  
Project Manager, San Francisco Municipal Transportation Agency

SUBJECT: Valencia Street Bikeway Implementation Plan Update

The Valencia Street Bikeway Implementation Plan (also referred to as the Valencia Bikeway Improvements project) will comprehensively assess alternatives for improving Valencia Street between Market and Mission Streets. The planning process will result in proposed designs to upgrade the existing bike lanes, an evaluation of enforcement and curb management needs, and traffic flow and safety recommendations. This nine month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the SFCTA Board in Fall 2018.

The Valencia Bikeway Improvements project began in February 2018. This memorandum summarizes the current project status and anticipated next steps.

### **Project Website and Materials**

In February, the Valencia Bikeway Improvements project website went live at [sfmta.com/valencia](http://sfmta.com/valencia), including the initial project fact sheet and a commercial and passenger loading survey. Both the fact sheet and survey were prepared in English, Spanish, and Chinese (see attached). The fact sheet provides project background, key facts, and project timeline. SFMTA will provide updated fact sheets every two to three months throughout the project to reflect current conditions.

### **Merchant Door-to-Door Outreach**

The SFMTA project team is currently contacting businesses and merchants along the ~1.9 mile length of Valencia Street between Market and Mission Streets to understand commercial and passenger loading needs along the corridor. During the door-to-door outreach, the project team shared hard copies of the February fact sheet and the commercial and passenger loading survey. Businesses and merchants had the options of filling out hard copies of the survey for the project team to pick up, e-mailing scans of the survey to the project e-mail address, or completing the survey online via the project website.

As of February 26, the project team has contacted over 130 businesses on eight blocks of Valencia and has received 19 completed surveys. This initial door-to-door outreach to all 17 blocks of Valencia will continue through early March. As the project progresses in the coming months, the project team will have follow up conversations with merchants.

### **Stakeholder Interviews**

The project team has invited 37 local stakeholders via e-mail and phone calls for 30-45 minute long stakeholder interviews. Meeting topics include safety, curb management, and enforcement. The project

team structures these interviews as listening sessions to understand how stakeholder groups view important traffic safety issues for those who live, work, visit, and or/travel on the Valencia corridor.

As of February 26, the project team has completed 7 stakeholder interviews, with another 9 interviews scheduled. A list of the advisory committees, advocate groups, community groups, neighborhood associations, places of worships, schools, and transportation network companies/ courier services that the project team has contacted are included below.

<b>Advisory Committees</b>	<b>Stakeholder Interview Status</b>
SFTMA Bicycle Advisory Committee	Scheduled

<b>Advocate Groups</b>	<b>Stakeholder Interview Status</b>
People Protected Bike Lane	Completed
San Francisco Bicycle Coalition	Scheduled
WalkSF	Scheduled

<b>Community Groups</b>	<b>Stakeholder Interview Status</b>
Calle 24	Declined
Companeros	Contacted
Dolores Street Community Services	Contacted
Fix 26	Contacted
Instituto Familiar de la Raza	Contacted
Instituto Laboral de la Raza	Contacted
La Raza Centro Legal Inc	Completed
La Raza Community Resource Center	Contacted
Mission Cultural Center	Contacted
Mission Economic Development Agency	Contacted
Mission Housing – Valencia Gardens	Contacted
Mission Housing Development Corporation	Contacted
Mission Public Library	Scheduled
Mujeres Unidas y Activas	Completed
PODER	Contacted
Reading Partners	Contacted
The Salvation Army Adult Rehabilitation Center	Completed
The Salvation Army Mission Corps Community Center	Contacted
Women's Building	Completed

<b>Neighborhood Associations</b>	<b>Stakeholder Interview Status</b>
Mission Dolores Neighborhood Association	Scheduled
Mission Merchants Association	Completed
Valencia Corridor Merchants Association	Contacted

Places of Worship	Stakeholder Interview Status
Annunciation Greek Orthodox Cathedral	Contacted
Bethel Christian Church	

Schools	Stakeholder Interview Status
Buena Vista Horace Mann K-8	Contacted
City College of San Francisco - Mission Campus	Contacted
Millennium School	Contacted
Parents for Public Schools Inc.	Contacted
San Francisco Friends School	Scheduled
Synergy School	Scheduled

Transportation Network Companies/ Courier Services	Stakeholder Interview Status
Lyft	Completed
Postmates	Scheduled
Uber	Scheduled

### **Data Collection**

The project team has engaged a consultant for data collection and analysis. The scope of work is approximately \$50,000 and will result in the following data:

- *Bi-directional volumes*  
This data will be collected via tube counts and will document the number of vehicles traveling on Valencia Street for a week-long period.
- *Parking occupancy and turnover*  
Parking occupancy data will be collected via DashCam, and parking turnover will be collected manually by staff. This data will summarize the parking and loading demand of the corridor at various times of day. The analysis will differentiate between parked vehicles and loading/unloading vehicles adjacent to the curb and will document the frequency and type of vehicle blockages in the bike lanes.
- *Video data of bike lane activity*  
This data will be collected with mounted cameras and will provide insight into the interactions and behaviors in the bike lanes, including but not limited to double-parking, loading, and drop-offs for passengers, freight, and deliveries. The vehicle blockage data will be analyzed and reported by frequency, duration of the blockage, and vehicle type.

This data collection will inform the curb management strategies needed to better allocate curb space to serve the corridor's needs.

### **Near-Term Improvements**

The project team used the initial data analysis and stakeholder outreach to identify locations for the installations of delineators to reduce vehicles double-parking and loading in the bike lane. Delineators are plastic posts that are installed, in this case, to provide a vertical element to separate the vehicle and bike lanes. The locations for these posts focus on areas adjacent to mid-block bulbs and parklets, where double-parking is common. The posts will not block access to any legal parking spaces. The first round of posts will focus on Valencia Street between 15<sup>th</sup> and 19<sup>th</sup> Streets, with implementation scheduled for March 2018. These near-term improvements are being funded through the SFMTA “Bike Spot Improvements” program, separately from the \$145,000 in Prop K NTIP funds allocated to the Planning phase of this project. These improvements are estimated to cost approximately \$20,000.

The project team is currently performing a crash analysis and will make recommendations for intersection spot improvements to be implemented in Summer 2018. Additionally, using the information from the loading surveys, the project team will identify and implement improvements to color curb designations along the corridor.

### **Next Steps**

In late Spring, the project team will hold up to five workshops to summarize the results of the merchant loading surveys and stakeholder interviews and to present initial draft recommendations based on this feedback. These workshops will be an opportunity for the public to share additional comments.

The project team looks forward to providing additional updates, including a preliminary analysis of the merchant survey and stakeholder interviews, at the March 20<sup>th</sup> SFCTA Board Meeting and at the March 28<sup>th</sup> SFCTA Citizen Advisory’s Committee Meeting.





### PROJECT BACKGROUND



Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

### KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.

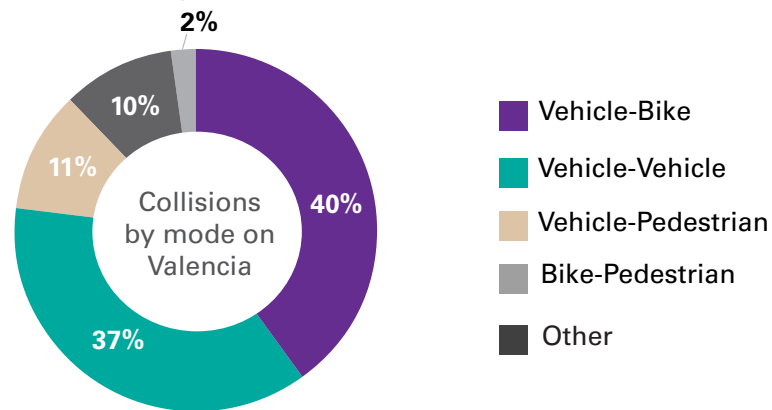


# Valencia Bikeway Improvements

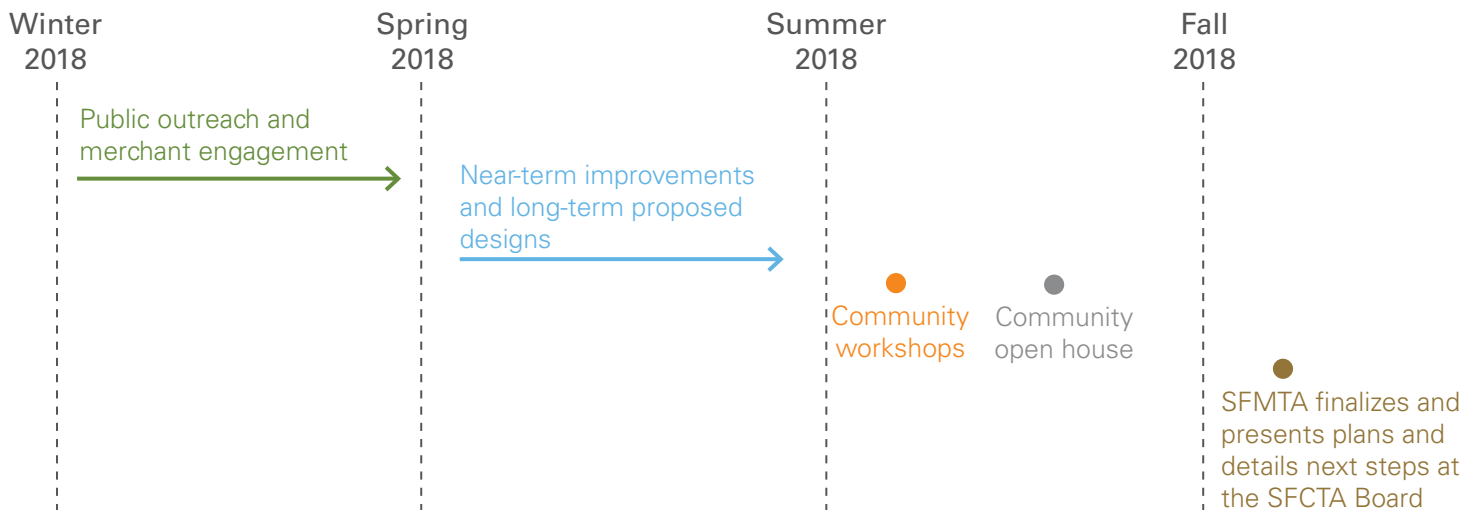
Fact Sheet - February 2018

## COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



## PROJECT TIMELINE



## PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: [sfmta.com/Valencia](http://sfmta.com/Valencia)

You can also contact project manager, Kimberly Leung, at [Kimberly.Leung@sfmta.com](mailto:Kimberly.Leung@sfmta.com)

## PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

[SFMTA.COM/VALENCIA](http://SFMTA.COM/VALENCIA)

# VALENCIA BIKEWAY IMPROVEMENTS

## Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become a more popular destination, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, causing safety concerns for all traveling on Valencia.

The SFMTA understands the importance of loading to businesses on Valencia Street and the information gathered through this survey will help inform safety improvement recommendations for Valencia Street between Market and Mission Street. Completed surveys can be emailed to the project team at [valencia@sfmta.com](mailto:valencia@sfmta.com) or online at [sfmta.com/valencia](http://sfmta.com/valencia).

### ABOUT YOU AND YOUR BUSINESS

Name  Address

Contact Phone  Email

Business Name  Business Type

What is your relationship to this business?

Would you like to receive email updates about this project?  Yes  No

### PLEASE NOTE THAT QUESTIONS #1 TO #6 PERTAIN TO LOADING COMMERCIAL GOODS.

1. My business usually does its loading:

<input type="checkbox"/> Multiple times a day	<input type="checkbox"/> Daily	<input type="checkbox"/> Every other day
<input type="checkbox"/> Several times a week	<input type="checkbox"/> Weekly	<input type="checkbox"/> Less than weekly

2. My business usually does its loading on (mark all that apply):

<input type="checkbox"/> Mon	<input type="checkbox"/> Tues	<input type="checkbox"/> Wed	<input type="checkbox"/> Thur	<input type="checkbox"/> Fri	<input type="checkbox"/> Sat	<input type="checkbox"/> Sun
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3. My business usually does its loading during (mark all that apply):

<input type="checkbox"/> Before 6 a.m.	<input type="checkbox"/> 6 a.m. to 9 a.m.	<input type="checkbox"/> 9 a.m. to 12 p.m.	<input type="checkbox"/> 12 p.m. to 3 p.m.	<input type="checkbox"/> 3 p.m. to 6 p.m.	<input type="checkbox"/> After 6 p.m.
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## VALENCIA BIKEWAY IMPROVEMENTS

## Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

4. My business uses \_\_\_\_\_ for loading (mark all that apply):

- |                |                               |                                  |
|----------------|-------------------------------|----------------------------------|
| Parking meters | Loading zones                 | Double parking in bike lane      |
| Driveways      | Double parking in travel lane | Private loading dock/parking lot |

5. The type of vehicle typically used for loading at my business is (mark all that apply):

- |               |                |                                      |
|---------------|----------------|--------------------------------------|
| Semi-truck    | Van            | Package delivery service style truck |
| Pick-up truck | Beverage truck | Other: _____                         |

6. How long does your loading usually take per trip?

- |                      |                      |
|----------------------|----------------------|
| Less than 10 minutes | 20 to 30 minutes     |
| 10 to 20 minutes     | More than 30 minutes |

7. Would a commercial loading zone (yellow curb) in front or near your business make loading easier?

- |     |    |   |   |
|-----|----|---|---|
| Yes | No | There is an existing commercial loading zone that could be longer | There is an existing commercial loading zone that is adequate |
|-----|----|---|---|

**PLEASE NOTE THAT QUESTIONS #8 TO #12 PERTAIN TO PASSENGER AND COURIER SERVICE LOADING.** If your business is not interested in passenger or courier service loading, please skip questions #8 to #12.

8. How many patrons visit your business in a typical day?

- |                     |                      |                     |
|---------------------|----------------------|---------------------|
| Less than 100       | Between 100 and 250  | Between 250 and 500 |
| Between 500 and 750 | Between 750 and 1000 | More than 1000      |

9. What times are the busiest for passenger loading at your business?

- |                |                   |                  |                  |                   |                |
|----------------|-------------------|------------------|------------------|-------------------|----------------|
| Before 12 p.m. | 12 p.m. to 3 p.m. | 3 p.m. to 6 p.m. | 6 p.m. to 9 p.m. | 9 p.m. to 12 a.m. | After midnight |
|----------------|-------------------|------------------|------------------|-------------------|----------------|

# VALENCIA BIKEWAY IMPROVEMENTS

## Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

10. How do patrons typically get to and from your business? Please rank the following ways patrons travel to your business, where 1 is the most utilized and 7 is the least utilized.

Drive       Transit       Walk       Taxi  
 Bike/Bikeshare       Ride-Hailing (Uber, Lyft, etc)       Paratransit      Other (please specify): \_\_\_\_\_

11. Does your businesses utilize courier services (i.e., Postmates, Uber Eats, Caviar, DoorDash, etc.) for food pick-up and delivery?

Yes      No\*      \*If you answered no to question #11, please skip questions #11a and 11b

11a. On average, how many food orders utilize courier services at your business per day during weekdays?

Less than 25      25 to 50      50 to 100      More than 100

11b. On average, how many food orders utilize courier services at your business per day during weekends?

Less than 50      50 to 100      100 to 200      200 to 300      More than 300

12. Would a passenger loading zone (white curb, five-minute loading) in front or near your business make passenger and courier services loading easier?

Yes      No      There is an existing passenger loading zone that could be longer      There is an existing passenger loading zone that is adequate

**DO YOU HAVE ANY ADDITIONAL COMMENTS ON HOW LOADING ON YOUR BLOCK OPERATES?**

Thank you for your time and participation in this survey to help improve safety on Valencia Street!