



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

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

Clerk: Alberto Quintanilla

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3.	Approve the Minutes of the March 20, 2018 Meeting – ACTION*	15
4.	Appoint One Member to the Citizens Advisory Committee – ACTION*	19
5.	Adopt Positions on State Legislation – ACTION*	27
	Support: Senate Bill (SB) 1376 (Hill)	
	Oppose: Assembly Bill (AB) 2530 (Melendez)	
	Support if Amended: SB 936 (Allen, Ben)	
6.	Accept the ConnectSF Vision Document – ACTION*	31
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	Projects: (Caltrain) Caltrain Business Plan (\$350,000); (SFMTA) Central Subway – RTIP Fund Exchange (\$13,752,000) and Bayview Community Based Transportation Plan (\$57,851); (SFPW) Parkmerced/ Twin Peaks/ Mt. Davidson Manor Residential Street Resurfacing (\$2,894,000)	
8.	Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION*	49
9.	Authorize the Executive Director to Enter Into an up to \$140 Million Revolving Credit Agreement with State Street Public Lending Corporation and U.S. Bank National Association or An Alternate Lender or Lenders; Execution and Delivery of Legal Documents Relating Thereto; and the Taking of All Necessary or Appropriate Related Actions in Connection Therewith – ACTION*	55
10.	Approve the Amendment of the Adopted Fiscal Year 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other	

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- financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 – **ACTION*** 75
11. **[Final Approval on First Appearance]** Approve the Settlement Agreement and Appropriation of \$2,000,000 for Landscaping Work on the Presidio Parkway Public-Private Partnership Project –**ACTION*** 93
12. Authorize the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the US101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – **ACTION*** 139
13. San Francisco Freeway Corridor Management System Study Update – **INFORMATION*** 145
14. Approve the 2019 Prop K Strategic Plan and 5-Year Prioritized Program Update Approach and Designating Lead Agencies for 5YPP Development – **ACTION*** 151
15. Update on the Adult School Crossing Guard Program – **INFORMATION*** 181
16. Caltrain Downtown Extension Operations Peer Review and Tunnel Options Study Update – **INFORMATION*** 187
17. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – **INFORMATION*** 193

Other Items

18. 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.

19. Public Comment
20. Adjournment

***Additional Materials**

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. 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

CITIZENS ADVISORY COMMITTEE

Wednesday, March 28, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

CAC members present: Myla Ablog, Kian Alavi, Hala Hijazi, Brian Larkin, John Larson, Peter Sachs and Chris Waddling (7)

CAC Members Absent: Hala Hijazi (entered during item 10), Becky Hogue, Peter Tannen and Shannon Wells-Mongiovi (3)

Transportation Authority staff members present were Anna Harvey, Andrew Heidel, Rachel Hiatt, Jeff Hobson, Anna LaForte, Maria Lombardo, Linda Meckel, Paige Miller, Mike Pickford, Alberto Quintanilla, Oscar Quintanilla, Steve Rehn, Aprile Smith and Mike Tan.

2. Chair's Report – INFORMATION

Chair Larson reported that the Board reappointed him as the District 7 Citizens Advisory Committee (CAC) representative and noted that there was one open seat on the CAC because of the suspension of Bradley Wiedmaier due to absences, which also coincided with when his term expired. He reminded CAC members that missing four regularly scheduled CAC meetings in a 12-month period resulted in a suspension from the CAC and asked Alberto Quintanilla, Clerk of the Board, to notify CAC members who had two to three absences.

Chair Larson reported that the Vision Zero Committee of the Transportation Authority was extended for an additional two-year period and announced that April 5, 2018 was "Walk to Work Day." He said anyone could participate by walking or wheelchair rolling 15 or more minutes during their commute and that the theme was "Discover your city!" He said several routes and hubs would be set up around town, and a program would take place on the morning of April 5, 2018 at City Hall.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 28, 2018 Meeting – ACTION
4. Adopt a Motion of Support on the ConnectSF Vision Document – ACTION
5. Citizens Advisory Committee Appointment – INFORMATION
6. State and Federal Legislation Update – INFORMATION
7. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – INFORMATION
8. Update on the Adult School Crossing Guard Program – INFORMATION

9. Update on Late Night Transportation Plan – INFORMATION

There was no public comment on the Consent Agenda.

Brian Larkin moved to approve the Consent Agenda, seconded by Peter Sachs.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Hijazi, Tannen and Wells-Mongiovi (3)

End of Consent Agenda

10. Adopt a Motion of Support for the Allocation of \$17,008,851 in Prop K Funds for Four Requests, with Condition – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Albert Hoe, Central Subway Acting Program Director for the San Francisco Municipal Transportation Authority (SFMTA), presented the item.

Brian Larkin asked for an update on the Chinatown station delay claim made by Tutor-Perini.

Mr. Hoe stated that that Tutor-Perini had made multiple claims on the Chinatown station, with two major claims focusing on hard rock in the platform cavern side and hard rock in the head house area. He said the SFMTA had evaluated the hard rock inside the headhouse and utilized a Dispute Resolution Board (DRB) to resolve the issue. He said Tutor-Perini had some merit to their claims, but other claims had been rejected and the SFMTA was in the process of determining how much of the merited elements could be settled.

Mr. Hoe stated that Tutor-Perini had made claims based on the delay of the project but had not provided a Time Impact Analysis (TIA) to prove that the claims were affecting the critical path of Chinatown station.

Brian Larkin asked if the DRB had issued any decisions.

Mr. Hoe stated that the DRB had issued decisions on three of the four claims and said the extension of time and compensation provided to Tutor-Perini from the SFMTA was directly tied to the DRB ruling.

Brian Larkin asked if the SFMTA would be challenging the rulings made by the DRB.

Mr. Hoe said that in some instances the SFMTA were accepting partial recommendations from the DRB but were drafting a response that would state the SFMTA's disagreements with the certain parts of the rulings.

Peter Sachs stated that the CAC received an earlier update regarding possible strategies to recoup lost time and asked, with the mining work complete, if the December 2019 completion date could be moved up.

Mr. Hoe stated that the SFMTA was in the process of scheduling a Monte Carlo analysis, a Federal Transit Administration (FTA) requirement, to see if they could recover lost time. He said the SFMTA did see the opportunity to recover some time and that Tutor-Perini had been working towards recovering time. He noted that time was lost for 9 consecutive months last year and that it was not realistic to regain all the lost time. He said the SFMTA was working on the weekends, extending shifts and adding shifts to try to recover as much time as possible within the projected 18-month duration to complete the project.

Myla Ablog asked if the Bayview Community Based Transportation Plan outline study area

considered future development and adjacent areas near the Bayview, and whether it included all the public housing sites.

Christopher Kim, Bayview Community Based Transportation Plan Project Manager at the SFMTA, said that all elements of public housing were included in the study, which was specifically focused on meeting the needs of all current residents in the Bayview. He said regarding the redevelopment areas, the decision was made to leave those areas out of the plan given that there were concurrent long-range transportation plan efforts for those redevelopments. He said the SFMTA wanted to demonstrate to the community that the planning process was meant for the existing residents and not geared for improving the lives of people who would be moving into the Bayview neighborhood. Lastly, he said that the boundaries were not locked in and could be changed depending on the needs of the Bayview community.

Chris Waddling agreed that the SFMTA's process appeared to focus on the current needs of Bayview residents. He noted that the scope of the transportation plan incorrectly stated that the Bayview did not have any regional transit stops. He said that regional transit options and access were important to the transportation plan and that the SFMTA should work towards educating residents about regional transportation issues.

Chair Larson noted that the Transportation Authority Chair had requested a presentation on coordinating the traffic mitigation for several major projects citywide such as on 19th Avenue and Lombard that would have concurrent construction schedules. He noted that street resurfacing impacts were more minor; however, he asked if the City had considered cumulative impacts during construction for the resurfacing projects.

Ms. LaForte said that an update would be provided at the April 24, 2018 Transportation Authority Board meeting and would focus on arterial based capital projects like 19th Avenue and Van Ness Avenue.

Rachel Alonso, Transportation Finance Analyst at San Francisco Public Works (SFPW), said that the SFPW's routinely considered construction conflicts and ways to mitigate them.

Chair Larson said that it might be interesting to display an overlay of the different projects, including the street resurfacing projects, since people look to take neighborhood streets to avoid streets that are being resurfaced.

Ms. Alonso said that SFPW could produce such a map if requested.

During public comment Ed Mason asked why new curbs and sidewalks along 24th Street had hairline cracks. He suggested that program managers review the quality of the concrete being used and the quality of the work, noting this was not the first time he had reported on this issue to the CAC.

Chris Waddling moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

11. **Adopt a Motion of Support for the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION**

Jessica Garcia, Transit Planner at the SFMTA, presented the item.

Peter Sachs stated that he had discussed 66 Quintara and 48 Quintara/24th Street bus routes with Commissioner Tang for years and that the new report did not reveal anything that was not already

reported. He said that Muni had received funding to purchase additional buses but that there was still no action to extend the 48 Quintara/24th Street bus route. He said the report offered good data and did a good job of visualizing the needs and gaps but did not provide any new information. He said because of the long stretch of the 48 Quintara/24th Street bus route, when heading outbound, there were service gaps by the time the bus arrived in West Portal and any plan to extend the 48 Quintara/24th Street bus route service would need to include substantive measures to recover service.

Ms. Garcia said the SFMTA was doing observations at West Portal and would make sure to pass along those comments regarding the 48 Quintara/24th Street bus route.

During public comment, David Pilpel stated that when the 48 Quintara/24th Street bus route was first restructured in 1980 it only went to West Portal but a few years later was extended to Ocean beach. He said Commissioner Tang was concerned that the 66 Quintara did not provide sufficient connections to West Portal and wanted the SFMTA to investigate the matter. He agreed with the final report and recommendations for the 66 Quintara to go to West Portal and said the route should be looked at again in the future if circumstances change and the cost to fix the 48 Quintara/24th Street route during the weekday gap is relatively low. He noted that the plan to fix the weekday gap for the 48 Quintara/24th Street bus route was included in the service equity report that was recently approved by the SFMTA Board.

Mr. Pilpel said that Commissioner Tang was concerned with 6:30 p.m. – 7:30 p.m. service on the 48 Quintara/24th Street bus route and understood that the SFMTA would be looking carefully at trip data to see if it made sense to make changes. He encouraged the CAC to adopt a motion of support for the final report.

Jackie Sachs recommended that the CAC oppose the final report.

Peter Sachs moved to approve the item, seconded by Hala Hijazi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

12. Adopt a Motion of Support Authorizing the Executive Director to Enter Into an up to \$140 Million Revolving Credit Agreement with State Street Public Lending Corporation and U.S. Bank National Association – ACTION

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

Peter Sachs asked why figures were redacted in the attachment.

Ms. Fong said that those figures were purposely redacted because the terms had not been set and noted that during the still underway negotiations, the terms had been lowered. She said that a comparison of cost was available on attachment one of the item.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

13. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2017/18 – ACTION

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

Chair Larson observed that there were many different types of revenues sources listed under the congestion management agency function and that they represented the second highest level of revenues only after the sales tax program. He thanked Ms. Fong for her presentation.

Brian Larkin asked if there was any potential for the Transportation Authority to get funds directly from Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

Ms. LaForte stated the TIFIA program funds were awarded on a project by project basis and that it was a federal credit line that required a method of repayment.

Brian Larkin noted the low interest rates from the TIFIA program was impressive.

Kian Alavi asked if the Transportation Authority had a plan to counteract the upward trajectory of interest rates affecting financing costs.

Ms. Fong said the Transportation Authority had been following a gradual payment schedule on its short-term financing when rates were very low. Now that rates are higher, Ms. Fong said the Transportation Authority was making payments earlier, with the most recent payment made in March 2018. She said that the plan was to make the next payment in May 2018 and a final payment in July 2018, provided sufficient cash was available. Ms. Fong said she thought this was likely since the bond proceeds were allowing the Transportation Authority to meet a significant portion of the cash needs of the Prop K capital program, freeing up sales tax revenues. She said there would be a cost to maintain the availability of interim financing, but would be much smaller compared to having outstanding debt.

There was no public comment.

Hala Hijazi moved to approve the item, seconded by Chris Waddling.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

14. Adopt a Motion of Support for the 2019 Prop K Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION

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

Chair Larson informed the CAC that if they want additional information as the update process advances, a special meeting or workshop can be scheduled, if requested. He also noted that this topic would be a recurring item on the CAC agenda.

Chris Waddling requested that the CAC be provided a yearly update from the directors of each agency that received funding through the Transportation Authority.

Hala Hijazi asked for clarification on identifying lead agencies for 5YPPs.

Mr. Pickford said that for the Prop K update, the Transportation Authority would rely on sponsor agencies to propose which projects they wanted funded. For categories with multiple eligible sponsors, Mr. Pickford explained that the lead agency coordinates among the different agencies.

Ms. LaForte added that staff was asking the CAC to approve the overall approach to the Strategic

Plan and 5YPP update and the proposed lead agencies. She said the lead agencies, identified in Attachment 1 were the same lead agencies from the 2014 Prop K Strategic Plan update and noted that Transportation Authority staff had worked with the technical working group and sponsors to review the proposed approach and lead agencies and no concerns had been raised.

Chris Waddling asked what percentage of the transit funding was allocated to BART and the SFMTA for transit.

Ms. LaForte stated that BART received a minimal amount of funds compared to the SFMTA.

Maria Lombardo, Chief Deputy Director, added that the distribution of funds between the various transit operators was based on funding shortfalls in the regional transportation plan at the time and BART had had a very minimal capital funding shortfall at that time.

Chair Larson asked if the baseline included an analysis of leveraging assumptions and whether the assumptions were accurate.

Ms. LaForte said that the leveraging analysis would be seen in the funding plans for the major capital projects that would be part of the Strategic Plan baseline and in the 5YPP documents for the programmatic categories.

Kian Alavi asked if the Transportation Authority was responsible for the outreach to the public and he asked how the Transportation Authority would be able to connect with the public and allow them to voice any potential concerns, etc.

Ms. LaForte referenced the preliminary outreach approach strategy described in Attachment 3 of the memorandum, which identified key groups, community-based organizations and stakeholders. She said that staff was working to execute a contract with its on-call outreach consultants to provide translation services in Spanish, Chinese and Tagalog, at a minimum. She said that staff was also considering conducting paper and electronic surveys and would ask the public how they would want to spend their Prop K dollars. Ms. LaForte continued by stating that staff was also exploring providing community-based organizations in communities of concern surveys which would later be collected by the Transportation Authority. She said that input would be shared with the Prop K project sponsor agencies and that the Transportation Authority would work with project sponsors to ensure that the public's feedback was incorporated into the 5YPPs, as appropriate.

Chair Larson said that it might be difficult to fully educate the public, given the complexities of the effort.

Mr. Pickford said that any outreach strategy would include an educational component and that the public would have the opportunity to state how they wanted their Prop K funds spent over the next five-years.

Hala Hijazi asked if outreach was being conducted with city stakeholders.

Mr. Pickford said that the Transportation Authority was open to visiting all agencies and interested organizations. He said that the outreach approach specifically called out organizations representing communities of concern.

Ms. Hijazi asked how the list of organizations was constructed.

Ms. LaForte said that having a specific strategy to reach communities of concern was essential, that the outreach attachment also had a list of other key stakeholders, and that staff would be happy to provide presentations to other interested parties.

Hala Hijazi suggested that other city stakeholders, such as SPUR, BOMA and other representatives

of the business community, be reached out to ensure an inclusive list that covers all 11 districts.

During public comment, Ed Mason asked how the Prop K category for tree planting and maintenance would respond to Prop E, which shifted responsibility for tree maintenance to the City from property owners. He said that the City never disclosed the full cost of street trees and asked why trees were part of Prop K which was for transportation.

David Pilpel, said he was a former member of the Prop K Expenditure Plan Advisory Committee and said that it was important for the public to be able to provide input on fund programming and that it could be made “real” for the public by explaining how a project like fleet replacement was planned and funded with Prop K help. He suggested reaching out to former members of the Props B and K Expenditure Plan Advisory Committee, the SFTMA CAC, the Transportation Task Force 2045 and ConnectSF for input. Mr. Pilpel also suggested asking other agencies who they reach out to for input.

Jackie Sachs said that she helped write Prop B and helped pass Prop K. She said that she had been involved with the prior 5YPPs. Ms. Sachs said that the Geary light rail project was carried over from Prop B but still said that no money and that the public wants light rail on Geary, not bus rapid transit.

Michael McDougal said that the private sector had become much more involved in transportation since Prop K was passed. He encouraged the Prop K update to account for the reality of this private sector activity such as thinking about drop off as part of BART station access.

Chris Waddling moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

Chair Larson called Item 15 and 16 together.

15. Adopt a Motion of Support Authorizing the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the US101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Anna Harvey, Senior Engineer, presented the item per the staff memorandum.

16. San Francisco Freeway Corridor Management System Study Update – INFORMATION

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

Chris Waddling stated that Districts 6, 9, 10 and 11 bore a huge brunt of the emissions released on the freeways and said that communities that live around the freeways had been significantly impacted by air related diseases. He appreciated the increased person throughput that managed lanes could achieve but encouraged staff to focus on fewer cars and greater effort towards a regional transit system along the freeways.

Peter Sachs said that except for the proposed northbound shoulder lane by 5th Street and King Avenue, capacity was not being increased nor was demand being decreased. He said cars were just being rearranged on where they would be on the road and he did not understand why there would be increased delay. He also noted that the high number of HOV stickers that have been given to low-emission vehicles and stated that an express lane would essentially cater to those vehicles.

Mr. Heidel said the increased delay that was presented for each scenario was to the non-carpool

or express lane users and that the carpool or express lanes in all scenarios had free flow conditions which provided incentive in the model for travelers to form carpools or choose transit. He said the model showed some mode shift and more details would be brought back at a future meeting.

Peter Sachs said if there was a mode shift it would be more consistent in both southbound models where there was more of a continuance lane.

Mr. Heidel said some of the traffic flow had to do with the directionality of how vehicles were traveling. He said regarding HOV decals, the law that supports the decals required that vehicles with decals be given access to carpool lanes and for toll facilities, be offered a discounted toll. He said in HOV scenarios 2 or 3, the electric vehicles with stickers would be eligible to use the lanes at no cost, while in the express lane scenario there would be the option to require clean air vehicles to pay a discounted toll. He said other jurisdictions were looking at options to charge a partial toll for clean air vehicles.

Kian Alavi asked how the model considered Transportation Network Companies (TNCs) and if it accounted for the drivers who were not truly carpooling.

Mr. Heidel said there was no legal mechanism that would allow the carpool lanes to distinguish between TNC vehicles and carpool vehicles. He said that the study team would bring more detail on how different modes, including TNCs, are represented in the model in a future update.

During public comment Ed Mason asked if the study considered what the impact would be if Senate Bill 827 was passed and asked if the HOV decals helped the wealthy.

David Pilpel suggested that additional neighborhood organizations and advocacy groups be consulted to capture areas near freeway ramps along the entire corridor, and that Save Muni be added to the outreach list. With respect to the changes proposed near 5th and King, Mr. Pilpel noted that the intersection of 4th and King was likely to become much more complicated when the Central Subway comes on line. He strongly encouraged an operational analysis of this intersection.

Peter Sachs moved to approve the item, seconded by Kian Alavi.

Item 15 was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Larkin, Larson, Sachs and Waddling (7)

Absent: CAC Members Hogue, Tannen and Wells-Mongiovi (3)

17. Major Capital Projects Update – Van Ness Bus Rapid Transit – INFORMATION

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

Chair Larson asked how long the project had been known as the Van Ness Improvement Project.

Mr. Gabancho said that the project had been known as the Van Ness Improvement Project for the past three and a half years.

During public comment David Pilpel expressed his support for either retaining historic street lights or fabricating alternative poles to simulate the look of the historic lights. He asked for an update regarding the memorandum of understanding (MOU) to be signed by both the SFMTA and the San Francisco Public Utilities Commission (SFPUC) to address the water and sewer issues that caused major project delays and asked if there were any schedule or cost implications.

Mr. Gabancho said that four of the historic street lights would be replicated in front of City Hall and the opera house. He said that both the SFMTA and SFPUC had signed the MOU late last

year. With respect to claims, Mr. Gabancho said the SFPUC was in the process of conducting a time impact analysis, but that the MOU did not govern how additional claims by the contractor would be handled by either agency.

18. Introduction of New Business – INFORMATION

Chris Waddling announced that phase one of the Alemany project, installing new bike lanes and new pedestrian access, received its first approval at the SFMTA Engineering Committee meeting and would be seeking final approval at the SFMTA Board meeting on April 17, 2018. He said he spoke with the project lead for the Industrial Street repaving project and was told that they did not fill-in medians because they wanted to encourage the community to create a project but did not engage with community. He said the result – a weed filled median – reflect poorly on San Francisco Public Works. Lastly, Mr. Waddling said he would be providing a Transportation Authority CAC update at the April 4, 2018 Bayview Community Advisory Committee meeting and encourage CAC members to do similar information sharing in their local districts.

Peters Sachs said that he was able to ride one of the new Muni trains, but that they only ran during non-peak hours despite having undergone testing by the SFMTA. He repeated his request from last month for a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues.

Chair Larson asked if there was a formal way for the CAC to request agency leads to come and speak to the CAC.

Ms. La Forte offered to first have Transportation Authority staff reach out to the agencies and suggested that Chair Larson also mention the requests in the CAC chair's report at the next Transportation Authority Board meeting.

There was no public comment

The CAC lost quorum at 8:20 p.m. during public comment on the Introduction of New Business (Item 18). The meeting was adjourned. Chair Larson continued the meeting as a workshop with any presentations or public comment not on the record.

19. Public Comment

There was no public comment due to the loss of quorum.

20. Adjournment

The meeting was adjourned at 8:23 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 20, 2018

1. Roll Call

Vice Chair Tang called the meeting to order at 10:20 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Kim, Ronen, Stefani and Tang (6)

Absent at Roll Call: Commissioners Safai (entered during Item 15), Cohen, Peskin, Sheehy and Yee (5)

Vice Chair Tang called Items 2 and 3 together, after Items 12 and 13.

2. Chair's Report – INFORMATION

3. Executive Director's Report – INFORMATION

Vice Chair Tang elected to forego the chair's report.

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

There was no public comment on Items 2 or 3.

The Board lost quorum at 10:34 a.m. during the end of the Executive Director's Report (Item 3). The meeting was adjourned. Vice Chair Tang continued the meeting as a workshop with any presentations or public comment not on the record. The workshop was broadcast live on SFGovTV and the recording is available on their website at sfgovtv.org.

Vice Chair Tang called the Consent Agenda before Items 2 and 3.

Consent Agenda

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

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**
11. **[Final Approval] Extend the Vision Zero Committee of the Transportation Authority for an Additional Two-Year Period – ACTION**

There was no public comment.

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

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

Ayes: Commissioners Breed, Fewer, Kim, Ronen, Stefani and Tang (6)

Absent: Commissioners Cohen, Peskin, Safai, Sheehy and Yee (5)

End of Consent Agenda

Vice Chair Tang called Items 12 and Item 13 together, before Items 2 and 3.

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

Vice Chair Tang requested continuance of the Board discussion of Item 12 and Item 13 to a future Board meeting due to the potential loss of quorum. Commissioner Kim moved to continue the items, seconded by Commissioner Ronen. Items 12 and 13 were continued without objection. In recognition of the people who had come to the meeting to speak on Items 12 and 13, Vice Chair Tang called for public comment.

During public comment David Canham stated that the San Francisco Municipal Transportation Agency (SFMTA) had previously provided the Board a report that highlighted certain challenges with the crossing guard program, one of which was retaining and recruiting crossing guards. He said that in one of the SFMTA's presentations to the Board they mentioned that dating back to 2015 they had hired 146 crossing guards but lost 130 in that period. He said that the loss of crossing guards was a crisis for the schools, public and workers and that the crossing guards only worked two and a half hours a day and did not receive benefits or a pension. He said crossing guards only received a single pay rate while other city worker had multiple pay rate steps. Mr. Canham stated that in February 2018 the Service Employees International Union (SEIU) Local 1021 gave the SFMTA a proposal to address the problems and asked the SFMTA to convert the crossing guard positions into civil service part-time positions, to allow the workers to qualify for medical and pension benefits. He said that SEIU Local 1021 had not received a response from the SFMTA but was hoping that the Board would instruct them to resolve the identified challenges.

Joel Kamisher, crossing guard at 19th Avenue and Judah Street, said that members of the public believed that being a crossing guard was an easy job, but noted that guards needed to be diplomatic when dealing with angry drivers. He said the stresses of having pedestrians dash across busy streets, extreme weather conditions, and low wages were reasons crossing guards quit. He asked the Board to consider pay equity and that they discourage the SFMTA from hiring non-union contractors, which he added seemed self-defeating since typically their pay scale would be even lower.

Lashawna Branner, crossing guard at Ocean Avenue and Aptos Avenue, said she worked as a crossing guard for six years and was a shop steward with SEIU Local 1021. She said she worked mornings from 8:00 - 9:30 a.m. and afternoons from 3:30 - 4:30 p.m. but said there were no

crossing guards present to usher students who attended after school programs. She mentioned two incidents where children were struck by vehicles when no crossing guards were present and said that she believed crossing guards' hours should be extended. She said that her previous partner, who had retired after 20 years as a crossing guard, did not receive a pension and that her son recently suffered an accident that left him paralyzed. She said a pension would have helped her retired partner.

Hector Jimenez Cardenas, Union Representative with SEIU Local 1021, said he was a District 1 resident and had observed the difficulty of the crossing guard program maintaining the optimal number of 195 for its staffing. He said the lack of crossing guards led to intersections going without coverage when guards were unable make their shifts. He said the SFMTA was hesitant to discuss the school crossing guard program and would cite budget constraints. He said he supported the push for more school crossing guards and more funding for the program.

Michael Weinberg, political organizer with SEIU Local 1021, said SEIU staff delivered a memo, providing an overview of the proposal that was given to the SFMTA. He summarized the power point presentation that was provided by the SFMTA to the Board and highlighted the difficulties of hiring and retaining crossing guards. He believed that the only way to improve the crossing guard program was by increasing funds and addressing the issues of wages and benefits for the workers.

Kristen Leckie, Community Organizer at the San Francisco Bicycle Coalition, spoke in support of the Valencia Street bikeway implementation plan and thanked Commissioner Sheehy, who worked with the SFMTA on the planning and implementation proposal to improve Valencia Street between Mission and Market Streets. She said the San Francisco Bicycle Coalition was pleased with the thoroughness of the SFMTA's planning and appreciated that the project team was fluent in multiple languages. She said the SFMTA project team had been actively engaging the community and looked forward to seeing it continue at the upcoming public workshop. She said the San Francisco Bicycle Coalition was confident that through the SFMTA's outreach process the project would serve all people who biked on Valencia Street. She said San Francisco Bicycle members were excited to see safety and traffic improvements coming to a major bike corridor.

Other Items

14. Introduction of New Items – INFORMATION

There was no introduction of new items due to loss of quorum

15. Public Comment

There was no public comment due to the loss of quorum

16. Adjournment

The workshop was adjourned at 10:46 a.m.



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

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

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

WHEREAS, At its April 10, 2018 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

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

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



Memorandum

Date: March 27, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 04/10/18 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The opening is the result of an automatic suspension from the CAC of Bradley Wiedmaier (District 3 resident) due to missing four regularly scheduled CAC meetings in a 12-month period. It also coincides with the date when his two-year term would have expired. There are currently 45 applicants to consider for the existing open seat.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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DISCUSSION

Background.

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

Procedures.

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

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

Agenda Item 4

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

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

FINANCIAL IMPACT

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

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 04.03.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
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-Mongiovi	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
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 04.03.18)

APPLICANTS

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

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

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
36 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
38 Matthew Stevens	M	NP	11	Excelsior	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
39 Bradley Tanzman*	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
40 Jayeson Vance*	M	C	11	Oceanview	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
41 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
42 Anne Widera*	F	NP	10	Potrero Hill	Business
43 Ladonna Williams*	F	C	11	Ingleside Heights	Business, Neighborhood, Public Policy
44 Rachel Zack*	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy
45 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 a new support position on Senate Bill (SB) 1376 (Hill), one support if amended position on SB 936 (Allen, Ben), and a new oppose position on Assembly Bill (AB) 2530 (Melendez); and be it further

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

**San Francisco County Transportation Authority
April 2018**

State Legislation – Updates on Activity This Session

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

Staff is recommending one new support position on Senate Bill (SB) 1376 (Hill); one support if amended position on SB 936 (Allen, Ben); and one new oppose position on Assembly Bill (AB) 2530 (Melendez), as shown in **Table 1**.

Table 2 indicates the status of bills on which the Board has already taken a position this session.

Table 1. Recommendation for New Positions

Recommended Positions	Bill # Author	Bill Title and Description
Oppose	AB 2530 Melendez R	Bonds: Transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I 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 if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force. This bill would require the Office of Planning and Research in the Governor's office to convene an Autonomous Vehicles Smart Planning Task Force, including representatives of local government, the University of California, environmental organizations, autonomous vehicle and electric vehicle manufacturers, and transportation network companies. The Task Force would be required to submit recommendations on the deployment of autonomous vehicles on or before January 1, 2021. The bill requires that the Task Force's recommendations ensure that the deployment of autonomous vehicles not hinder a list of policies. We recommend supporting amendments to the bill to include in the list of policies improved safety for all road users and fair labor policies and practices.

San Francisco County Transportation Authority
April 2018

Support	SB 1376 Hill D	<p>Transportation network companies: accessibility plans.</p> <p>Existing regulations of the Public Utilities Commission (PUC) require a transportation network company to allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities and requires the transportation network company to submit a specified report to the PUC detailing the number and percentage of their customers who requested accessible vehicles and how often the transportation network company was able to comply with requests for accessible vehicles.</p> <p>This bill would require the PUC, by July 1, 2019, to (1) develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need an accessible vehicle, who utilize transportation network company transportation services, (2) consider assessing a fee on transportation network companies to fund on-demand accessible transportation services for persons with disabilities to ensure full and equal access to transportation network company services, and (3) conduct workshops with stakeholders, including all interested California cities and counties and persons with disabilities, in order to determine community need and develop programs for on-demand services, service alternatives, and partnerships. SFMTA has been working closely with the author on this bill and is likely to seek a support position on it from the Mayor's Office State Legislative Committee in April.</p>
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Table 2. Bill Status for Active Positions Taken in the 2017-2018 Session¹

Adopted Positions	Bill # Author	Bill Title	Bill Status and Changes Since Last Report ¹ (as of 3/29/18)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Amended and advanced to Assembly Transportation
	AB 3059 Bloom D	Congestion pricing demonstration pilot projects.	Referred to Assembly Transportation
	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Referred to Assembly Transportation
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead

San Francisco County Transportation Authority
April 2018

	SB 760 Wiener D	Bikeways: design guides	Assembly Desk
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Newman D	Low Carbon Transit Operations Program.	Senate Transportation and Housing
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Transportation
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	Amended and referred to Assembly Transportation
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations
	SB 1132 Hill D	Vehicles: right turn violations.	Senate Transportation and Housing

¹Under this column, “Chaptered” means the bill is now law.

RESOLUTION ACCEPTING THE CONNECTSF VISION DOCUMENT

WHEREAS, The San Francisco Planning Department, San Francisco Municipal Transportation Agency and San Francisco County Transportation Authority are collaborating on the San Francisco Long Range Transportation Planning Program, also known as ConnectSF, to define the desired and achievable transportation future for San Francisco; and

WHEREAS, The ConnectSF program is composed of several related efforts, including:

- Subway Vision (completed 2016, to be updated every four years)
- 50-year Vision (subject of this resolution)
- San Francisco Transportation Plan (SFTP) 2050 (needs assessment underway)
- Transit Corridors Study (in scoping phase)
- Streets and Freeways Study (in scoping phase)
- General Plan Transportation Element Update

WHEREAS, The ConnectSF Vision was collaboratively developed among the Futures Task Force, leadership from City agencies, and the public; and

WHEREAS, To develop the Vision, the ConnectSF team conducted several public engagement activities since summer 2016 including, but not limited to pop-up workshops around the city, an on-line tool, all day workshops with the Futures Task Force, and focus groups with individuals from Communities of Concern; and

WHEREAS, Staff used input from the outreach activities to guide the development of the preferred Vision for the city and to develop the goals and objectives outlined in the Vision document that will inform the next two phases of the ConnectSF program; and

WHEREAS; The goals in the Vision document are as stated below:



- Equity - San Francisco is an inclusive, diverse, and equitable city that offers high-quality affordable access to desired goods, services, activities, and destinations;
- Economic Vitality – To support a thriving economy, people, and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region;
- Environmental Sustainability - The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations;
- Safety and Livability - People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users
- Accountability and Engagement - San Francisco city agencies, the broader community, and elected officials, work together to understand the City’s transportation needs and to deliver projects, programs, and services needed in a clear, concise and timely fashion; and

WHEREAS, The goals and related objectives of the Vision are intended help San Francisco realize a future that promotes better equity, environmental sustainability, economic vitality, safety and livability, and accountability and engagement; and

WHEREAS, At its March 28, 2018, the Citizens Advisory Committee unanimously adopted a motion of support to accept the ConnectSF Vision Document; now, therefore, be it

RESOLVED, That the Board hereby accepts the ConnectSF Vision.

Enclosure:

1. ConnectSF Vision Document



Memorandum

Date: March 29, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 04/10/18 Board Meeting: Accept the ConnectSF Vision Document

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> Accept the Final ConnectSF Vision Document. <p>SUMMARY</p> <p>This memo outlines the changes from the Draft ConnectSF Vision document, presented to the Transportation Authority Board on February 27, to the Final ConnectSF Vision document presented now for acceptance. Overall, the changes to the final document were not substantive, however, readers will notice refinement of the text and updates to graphics. The goals and objectives outlined in the Vision document will guide Phases 2 and 3 of the ConnectSF Long Range Transportation Planning Program. The Vision Document is included as enclosure to this memo, with a table of comments received and responses provided in Appendix E. Since the project team previously presented the draft Vision to the Board, we are not planning on providing a presentation at the April 10 meeting, but are happy to do so if requested.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background

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

The ConnectSF program is composed of several related efforts, including:

- Subway Vision (completed 2016, to be updated every four years)
- 50-year Vision (subject of this memorandum)
- San Francisco Transportation Plan (SFTP) 2050 (needs assessment underway)
- Transit Corridors Study (in scoping phase)
- Streets and Freeways Study (in scoping phase)
- General Plan Transportation Element Update

These efforts will also draw on other planning and policy studies that have been completed recently or will be underway in similar timeframes, such as work related to transportation demand management, emerging mobility services and technologies, and adaptation and resilience. Combined, the efforts of the ConnectSF program will achieve the following:

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

Changes from the Draft to Final Vision Document.

The ConnectSF team made the Draft Vision document available to the public in February and March 2018. The Vision was collaboratively developed among the Futures Task Force, leadership from City agencies, and the public. Staff incorporated comments and suggested edits if they were consistent with the overall character of the Vision and with the scale and scope of the Vision document. Overall, the changes to the final document were not substantive, however, readers will notice refinement of the text and updates to graphics. A table with comments and responses is available in Appendix E.

ConnectSF 50-year Vision.

The Vision document of the ConnectSF program answers the question “what is the future of San Francisco as a place to live, work and play in the next 30 and 50 years?” To answer this question, staff employed a scenario planning framework – a methodology used by businesses and large-scale public agencies and governments designed to help organizations think strategically about the future. This methodology identifies drivers of change and critical uncertainties, develops plausible future scenarios to understand how the city may react in those scenarios, the implications and paths for the city to navigate each of those plausible futures, and a preferred future to strive towards.

The Vision is grounded through the following goals that were codified through over a year of outreach:

- **Equity:** San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.
- **Economic Vitality:** To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.
- **Environmental Sustainability:** The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.

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- **Safety and Livability:** People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
- **Accountability and Engagement:** San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

The Vision, described qualitatively, outlines a future where San Francisco is a regionally minded city with effective governmental institutions and an engaged citizenry, both of which consider community-wide and regional effects when making policy choices. This new socio-political dynamism results in the development and implementation of key plans related to transportation, land use, and housing. Overall, the Vision see high growth focused on equity outcomes and affordability, robust transportation options for all, and faster project delivery resulting from strong civic and government alignment. Further, key tenets of this future are:

- Numerous transportation and mobility options are available, accessible and affordable for all, and there is less need for individually owned cars.
- Robust and reliable transportation funding sources exist to support maintenance and management of the existing system as well as strategic expansions of high-capacity rail and bus services.
- There are seamless transit connections to local and regional destinations.
- Public rights-of-way are dedicated to sustainable transportation modes, improving operations and efficiency
- Neighborhoods are safe, clean, and vibrant with many people walking and biking.
- Infrastructure projects are developed and built more quickly and cost-effectively.
- New mobility/private transportation services are well-regulated and integrated with traditional public transportation and active modes
- There is significant construction to meet the needs of the rising population and workforce.
- There is a large increase in funding for affordable housing at all income levels.

ConnectSF Outreach to date.

All outreach activities are detailed in Appendix B of the Vision document.

To develop the Vision, the ConnectSF team has conducted several public engagement activities since summer 2016. Staff used input from these activities to guide the development of the preferred Vision for the city. The goals and objectives outlined in the Vision document will inform the next two phases of the ConnectSF program.

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

In May 2017, seven on-sidewalk pop-ups scattered around San Francisco and an online survey encouraged public participants to think broadly about the future of transportation in San Francisco and ask what they are excited and concerned about. Collectively, the ConnectSF team collected over 1,100 open-ended responses from over 450 individuals. This feedback showed the importance of a future San Francisco that is equitable, livable, sustainable, and economically competitive.

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

During September 2017, focus groups, also called Small Group Experiences, engaged small groups in thinking about the four scenarios and the tradeoffs between them. The project team made special efforts to meet with groups and organizations from communities of concern. Two of the focus groups were held in languages other than English: one in Spanish and one in Chinese. Additionally, an online public survey was made available in English, Spanish, Chinese, and Filipino. The survey discussed the four plausible future scenarios and the inherent tradeoffs between them, and it asked for feedback about them. These efforts were designed to give both staff and the Futures Task Force insight into broader opinions about how San Francisco should react to plausible futures.

The Futures Task Force met again in October 2017 for the Scenarios Implications Workshop, where participants discussed the implications of each plausible future and provide direction for staff to develop the Vision. In December, staff presented and took feedback from the Futures Task Force on the Vision through webinars and invited members of the task force to help edit and co-author the document. The Draft Vision document was available for comment during February and early March 2018. Comments from public agencies, advocacy groups and individuals have been incorporated into the final version.

Staff is in the process of scoping and funding the technical elements and designing the outreach process for Phase 2 of the ConnectSF program. This next phase will continue to incorporate three streams of involvement: the public, the Futures Task Force, and the multi-agency ConnectSF staff team.

Next Steps.

The entire Vision document and appendices can be found on the www.connectsf.org website. The SFMTA Board and the Planning Commission are anticipated to take action on the Vision document on April 17 and April 19 respectively. Meanwhile the ConnectSF project team is beginning work on Phase 2 of the program, analyzing current and future transportation needs that will inform the Transit Corridors Study and the Streets and Freeways Study. We anticipate providing overviews for these studies in late spring 2018, once we finalize study budgets and schedules.

FINANCIAL IMPACT

None.

CAC POSITION

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

Agenda Item 6

SUPPLEMENTAL MATERIALS

Enclosure – Vision Document



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RESOLUTION ALLOCATING \$17,008,851 IN PROP K SALES TAX FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received four requests for a total of \$17,008,851 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Guideways-Muni, Street Resurfacing and Reconstruction, and Transportation/Land Use Coordination; 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 requests are consistent with the 5YPP for its Prop K category; and

WHEREAS, San Francisco Public Works' (SFPW's) request for Parkmerced/Twin Peaks/Mt Davidson Manor Residential Street Resurfacing requires a concurrent 5YPP amendment as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$17,008,851 in Prop K funds, with conditions, for four 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 and proposed Fiscal Year 2017/18 budget amendment to cover the proposed actions; and

WHEREAS, At its March 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 Parkmerced/Twin Peaks/Mt Davidson Manor Residential Street Resurfacing 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$17,008,851 in Prop K sales tax funds for four 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 (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	7	PCJPB	Caltrain Business Plan	\$ 350,000	\$ 5,000,000	69%	93%	Planning	6, 10	
Prop K	22M	SFMTA	Central Subway - RTIP Fund Exchange	\$ 13,752,000	\$ 1,226,547,988	78%	93% including previous Prop K allocations	Construction	3, 6	
Prop K	34	SFPW	Parkmerced/ Twin Peaks/ Mr Davidson Manor Residential Street Resurfacing	\$ 2,849,000	\$ 4,998,284	79%	43%	Construction	7	
Prop K	44	SFMTA	Bayview Community Based Transportation Plan	\$ 57,851	\$ 350,000	38%	83%	Planning	10	
TOTAL					\$ 17,008,851	\$ 1,236,896,272	78%	99%		

Footnotes

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

² Acronyms: PCJPB (Caltrain); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Caltrain Business Plan	\$350,000	The Business Plan will define how both the Caltrain service and corridor should grow and change in the future. It includes a service vision for operating an electrified railroad as part of a blended system with High Speed Rail in the peninsula corridor, an organizational assessment identifying changes needed to support the long-range service vision, and a community interface strategy to promote development and leverage opportunities while addressing local impacts particularly at grade crossings.
22M	SFMTA	Central Subway - RTIP Fund Exchange	\$13,752,000	The SFCTA has long-standing, Board-adopted Regional Transportation Improvement Program (RTIP) priorities which designate the Central Subway as the highest priority for the next \$75.5 million in RTIP funds. However, RTIP funds cannot be directly given to the Central Subway because all contracts have been awarded. Therefore, in October 2017 the Board honored the commitment by programming \$13.752 million in RTIP funds to the SFMTA's Restoration of Light Rail Lines - Axle Counters project and approving a RTIP/ Prop K fund exchange to partially fund the Central Subway's budgeted contingency. The fund exchange action concurrently amended the Prop K Strategic Plan and the Muni-Guideway 5-Year Prioritization Program (5YPP) to advance \$13.752 million and program the funds to the Central Subway RTIP Fund Exchange project. The subject request is for allocation of the aforementioned Prop K funds.
34	SFPW	Parkmerced/ Twin Peaks/ Mt Davidson Manor Residential Street Resurfacing	\$2,849,000	Street resurfacing of 2.8 miles of residential streets (43 blocks) in the Parkmerced, Twin Peaks, and Mt Davidson Manor neighborhoods. The project consists of repairs to the road base, paving work, construction of 76 curb ramps, and sidewalk and curb repairs. See the attached Allocation Request Form for specific locations. Prop K funds will leverage \$2,106,000 in SB 1 Local Partnership Program funds programmed by the Transportation Authority Board in December 2017. Construction is expected to start in late summer 2018 and be completed by December 2019.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFMTA	Bayview Community Based Transportation Plan	\$57,851	Funds will leverage a Caltrans Planning Grant to engage residents, businesses, local stakeholders, and the District 10 Supervisor's office in identifying transportation priorities for the Bayview District that improve mobility in this historically underserved area. Recommendations that emerge from this community-based planning process could be eligible for up to \$500,000 in Lifeline Transportation Program implementation funds from the Metropolitan Transportation Commission's Participatory Budgeting (PB) pilot. Through this PB process, residents will directly engage with the SFMTA to identify, develop, and ultimately prioritize projects through a voting process. A final report is expected by February 2020.

TOTAL	\$17,008,851
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7	PCJPB	Caltrain Business Plan	\$ 350,000	Additional project delivery support and oversight will be consistent with the anticipated Project Charter for the Business Plan. Caltrain is developing a project charter that will identify the 11 agencies (including SFCTA) that have an elevated role in the Business Plan because they are funding the Business Plan itself, and/or are PCJPB members, and/or are involved in terminal planning processes. The Charter will also set up committees that include representatives from these 11 organizations to meet monthly to review and provide feedback on Business Plan progress, as well as an executive level group that will meet (anticipated quarterly), and larger stakeholder meetings that will include peer agencies, business and advocacy groups.
22M	SFMTA	Central Subway - RTIP Fund Exchange	\$ 13,752,000	Recommendation is conditioned compliance with Ground Rules for Financial Management of the Central Subway Project approved through Resolution 2010-051 and with the oversight protocols currently in place.
34	SFPW	Parkmerced/ Twin Peaks/ Mt Davidson Manor Residential Street Resurfacing	\$ 2,849,000	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon an amendment the Street Resurfacing 5YPP to reprogram \$55,000 in deobligated funds from projects completed under budget to the subject project. See attached 5YPP amendment for details.
44	SFMTA	Bayview Community Based Transportation Plan	\$ 57,851	Project will comply with the requirements of the Metropolitan Transportation Commission's (MTC's) Participatory Budgeting (PB) pilot program. This will allow the SFMTA to qualify for up to \$500,000 in future Lifeline Transportation Program funds to implement the priorities identified through the PB process. These funds will have a TBD local match requirement that SFMTA and SFCTA would work together to meet. MTC is still developing the PB Pilot Program requirements, which impact both SFMTA and the Transportation Authority. The proposed deliverables and special conditions reflect our current understanding of the requirements, which we will seek to finalize with MTC before April 24, 2018.
TOTAL \$			17,008,851	

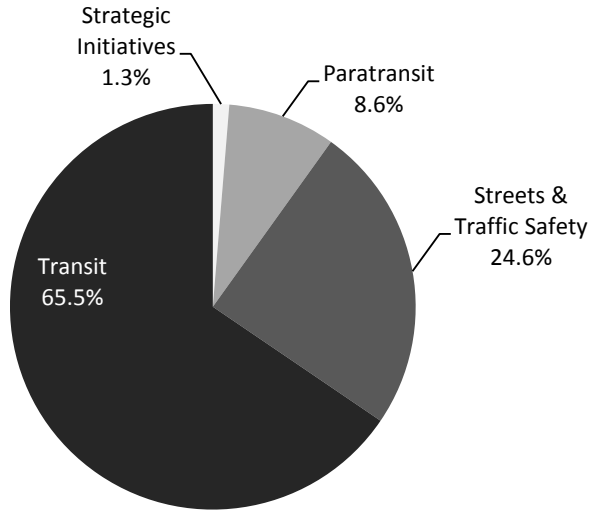
¹ See Attachment 1 for footnotes.

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

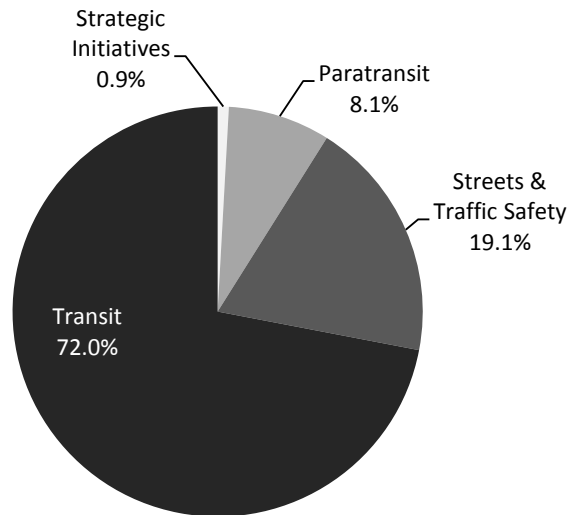
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 89,622,085	\$ 35,467,298	\$ 49,535,887	\$ 1,584,777	\$ 920,651	\$ 786,830
Current Request(s)	\$ 17,008,851	\$ 53,120	\$ 15,996,949	\$ 958,782	\$ -	\$ -
New Total Allocations	\$ 106,630,936	\$ 35,520,418	\$ 65,532,836	\$ 2,543,559	\$ 920,651	\$ 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 21, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 4/10/2018 Board Meeting: Allocation of \$17,008,851 in Prop K Funds for Four Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$350,000 in Prop K funds to Caltrain for one request: <ul style="list-style-type: none"> ○ Caltrain Business Plan • Allocate \$13,809,851 in Prop K funds to the San Francisco Municipal Transportation Agency for two requests: <ul style="list-style-type: none"> ○ Central Subway – RTIP Fund Exchange (\$13,752,000) ○ Bayview Community Based Transportation Plan (\$57,851) • Allocate \$2,849,000 in Prop K funds to San Francisco Public Works for one request: <ul style="list-style-type: none"> ○ Parkmerced/ Twin Peaks/ Mt. Davidson Manor Residential Street Resurfacing 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We are presenting four requests totaling \$17,008,851 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. Albert Hoe, Acting Program Director for the Central Subway project, will provide an update on the project as part of this item.</p>	

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax 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. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 5, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate \$17,008,851 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules

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contained in the attached Allocation Request Forms.

Prop K Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the FY 2017/18 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

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

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

RESOLUTION ADOPTING THE 66 QUINTARA CONNECTIVITY STUDY [NTIP PLANNING] FINAL REPORT

WHEREAS, The 66 Quintara Connectivity Study was recommended by Commissioner Tang for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, the Study was intended to engage the community to identify a set of strategies that improve the rider experience on the 66 Quintara and related routes in the Sunset, through service and route planning; and

WHEREAS, The planning effort was led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with Commissioner Tang's office; and

WHEREAS, The Study recommendations were informed by technical analysis, neighborhood travel behavior surveys, and the public; and

WHEREAS, The Study recommends a range of physical and operational modifications to Route 66 and the nearby 48 Quintara/24th Street route in the study area including service increases; and

WHEREAS, the SFMTA has included each of the proposed recommendations for the 66 Quintara in its proposed Fiscal Year 2018/19 budget, and the service span increase to include the midday service on the entire 48 Quintara/24th Street route will be recommended to the SFMTA Board for approval in the Fiscal Year 2019/20 budget; and

WHEREAS, At its March 28, 2018 meeting, the Citizens Advisory Committee was briefed on the Framework's Final Report and adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 66 Quintara



Connectivity Study [NTIP Planning] Final Report; and be it further

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

Enclosure:

1. 66 Quintara Connectivity Study [NTIP Planning] Final Report



Memorandum

Date: March 16, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 4/10/18 Board Meeting: Approve the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report.</p> <p>SUMMARY</p> <p>The Route 66 Quintara Connectivity Study project was recommended by Commissioner Tang for \$100,000 in Prop K sales tax funds from the Neighborhood Transportation Improvement Program (NTIP) to engage the community to identify a set of strategies that improve the rider experience on the 66 Quintara and related routes in the Sunset, through service and route planning. The project’s draft final report, prepared by the San Francisco Municipal Transportation Agency (SFMTA), is included as an enclosure in this packet.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <p>_____</p>
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DISCUSSION

Background.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Route 66 Quintara Connectivity Study [NTIP Planning] project was led by the SFMTA with the aim of engaging the community to identify a set of strategies that improve the rider experience on the 66 Quintara and related routes in the Sunset, through service and route planning. Attachment 1 shows the route and study area, which includes a northern terminus at 8th Avenue and Judah near UCSF Medical Center, and a southern terminus at 29th Avenue and Vicente, near Stern Grove.

In 2016, the Transportation Authority released a Strategic Analysis Report on Improving West Side Transit Access. The report, initiated by Commissioner Tang, explored how the area’s transit hubs could be better utilized by residents in this area of the city. Recommendations from this report suggest both near-term and long-term solutions that focus on improving transit hub access with the goal of reducing vehicle travel. The Route 66 Quintara Connectivity Study analyzed one of the recommendations of the Strategic Analysis Report, specifically, to leverage underutilized routes to strengthen connections to transit hubs. The 66 Quintara was identified as a route that stands out as

one of the least utilized routes serving the West Side and suggests reconfiguring this route as an opportunity to improve route performance and strengthen the West Side's access to transit hubs.

The Route 66 Quintara Connectivity Study analyzed reconfiguration options and presents a set of strategies to improve the service and routing of the 66-Quintara and related routes in the Sunset. The project and its recommendations were informed by technical analysis, neighborhood travel behavior surveys, and public and rider outreach.

Recommendations.

The Study recommends a range of physical and operational modifications to Route 66 and the nearby 48 Quintara/24th Street route in the study area, including:

- Stop adjustments in several locations.
- Route realignment to reduce delays.
- Nextbus system timepoints to improve the accuracy of Nextbus predictions.
- Monitoring at terminals to ensure on time departures and successful connections with transferring routes.
- Service span on the 48-Quintara/24th Street to be extended beyond the peak commute hours to include the midday ridership and capture school trips.

Figure 41 on page 57 of the draft final report (see enclosure) lists the improvement concepts considered and includes an estimate of the cost and potential impact of each. Chapter 7, starting on page 70 of the enclosure, lists the Study's recommendations and how they respond to themes heard during outreach. Following an extensive outreach effort, the SFMTA concluded that recommendations should maintain what riders value about the 66 Quintara today, including the existing stop locations, connections to the Judah and Taraval corridors, and to Lincoln high school. At the same time, recommendations seek to improve the rider experience and route reliability through minor scheduling and routing modifications.

Community Engagement.

The public process that went into developing the Study included multiple rounds of community feedback as described in Chapter 4, starting on page 33 of the final report. Commissioner Tang was briefed on the draft final report in Fall 2017, and requested that SFMTA conduct additional outreach to ensure a larger number of Chinese language speakers provided input. In response, the SFMTA conducted additional intercept surveys in Chinese in fall, 2017. The SFMTA presented the draft recommendations at a community meeting in November 2017.

Commissioner Tang also requested that the SFMTA analyze extending evening service on the 48 Quintara/24th Street route from 6:30 to 7:30 p.m. Although the SFMTA does recommend extending the route's service through the midday, staff indicated that while the demand analysis does not support the evening extension, the SFMTA will revisit the demand analysis this spring by conducting field observations. The SFMTA does recommend adding an additional bus trip on the 66 Quintara during evenings and weekends, based on customer complaints regarding reliability.

Next Steps.

Chapter 7, starting on page 70 of the report, lists each recommendation. The SFMTA has included each of the proposed recommendations for the 66 Quintara in its proposed Fiscal Year 2018/19

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budget. The service span increase to include the midday service on the entire 48 Quintara/24th Street route will be recommended to the SFMTA Board for approval in the Fiscal Year 2019/20 budget.

FINANCIAL IMPACT

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

CAC POSITION

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

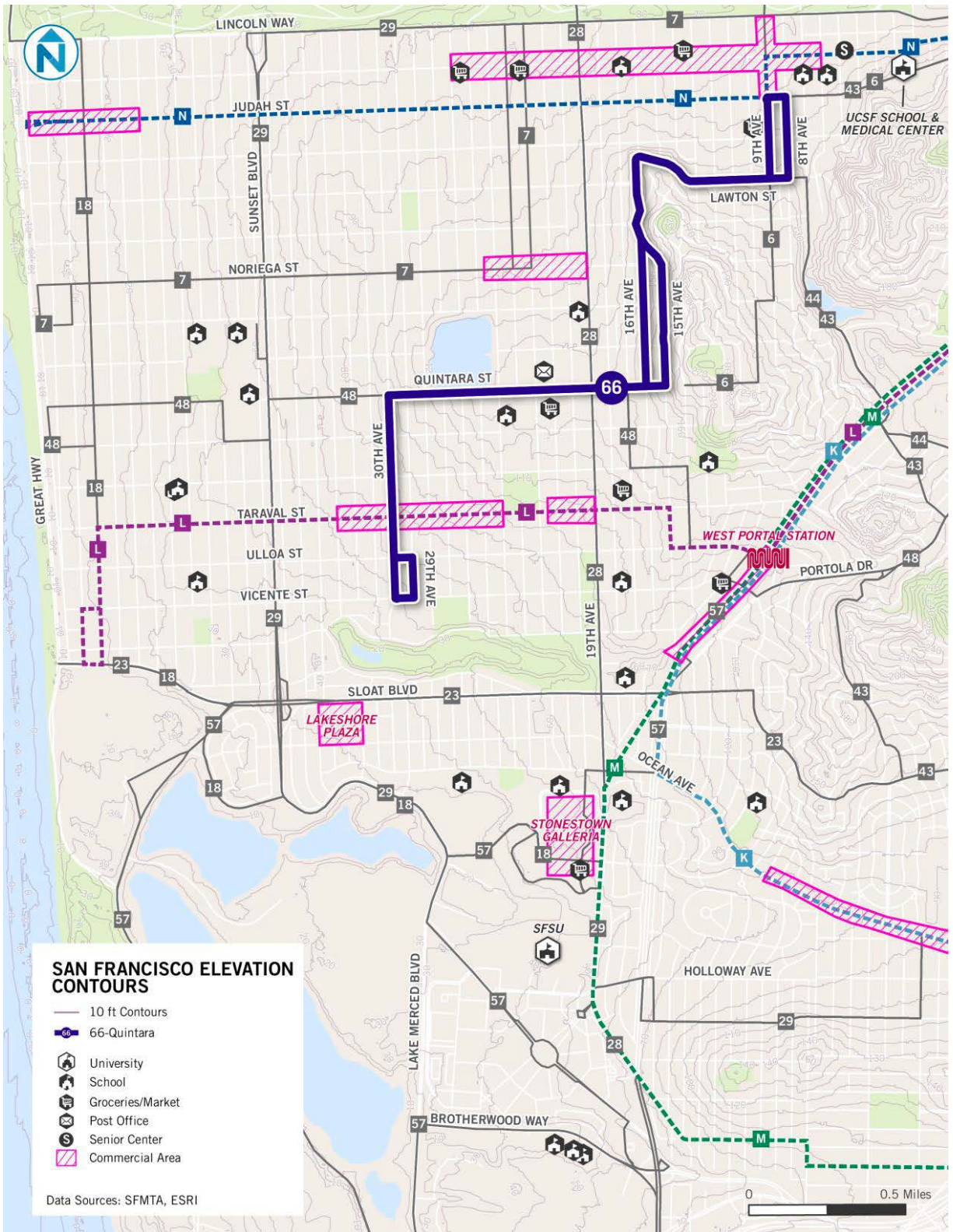
SUPPLEMENTAL MATERIALS

Attachment 1 – Framework Study Area

Enclosure 1 – Draft Final Report

Attachment 1.

Route 66 Quintara Connectivity Study Route and Study Area



RESOLUTION AUTHORIZING AN UP-TO-\$140 MILLION REVOLVING CREDIT FACILITY WITH STATE STREET PUBLIC LENDING CORPORATION AND U.S. BANK NATIONAL ASSOCIATION OR AN ALTERNATE LENDER OR LENDERS; EXECUTION AND DELIVERY OF LEGAL DOCUMENTS RELATING THERETO; AND THE TAKING OF ALL NECESSARY OR APPROPRIATE RELATED ACTIONS IN CONNECTION THEREWITH

WHEREAS, The San Francisco County Transportation Authority (“Transportation Authority”) is a county transportation authority duly organized and existing pursuant to the Bay Area County Traffic and Transportation Funding Act, being Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (“Act”); and

WHEREAS, On July 22, 2003, the Board of Commissioners of the Transportation Authority (“Board of Commissioners”) adopted Resolution No. 04-05 to approve an expenditure plan and a proposal to extend the imposition and collection of the one-half of one percent (1/2%) sales tax throughout the City and County of San Francisco (“County”), and to recommend that such revised expenditure plan and tax extension be considered by the Board of Supervisors of the City and County of San Francisco (“Board of Supervisors”); and

WHEREAS, On July 29, 2003, the Board of Supervisors adopted Resolution No. 485-03, to approve the “New Transportation Expenditure Plan for San Francisco” (“Expenditure Plan”), and to call and provide for an election for the purpose of submitting to the voters an ordinance (“Ordinance”) that would, in part, authorize implementation of the Expenditure Plan, continue collection of the retail transactions and use tax applicable in the County at the existing level of one-half of one percent (1/2%) (“Sales Tax”), continue the Transportation Authority as the independent agency to administer



the Sales Tax and oversee implementation of the projects identified in the Expenditure Plan, and authorize the Transportation Authority to issue limited tax bonds as needed, in a total outstanding aggregate amount not to exceed \$1,880,000,000, secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, At the election held for such purpose on November 4, 2003, the Ordinance was approved by more than two-thirds of the electors voting on the measure; and

WHEREAS, Pursuant to Sections 131109 and 131120 of the Act and the Ordinance, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, The Transportation Authority has entered into a Revolving Credit Agreement, dated June 1, 2015 (“Existing Revolving Credit Agreement”) with State Street Public Lending Corporation (“State Street”), pursuant to which the Transportation Authority may borrow and reborrow amounts from State Street from time to time in accordance with the terms of such Existing Revolving Credit Agreement in an amount up to \$140,000,000 outstanding at any one time; and

WHEREAS, The Transportation Authority’s repayment obligations under the Existing Revolving Credit Agreement constitute limited tax bonds and are payable from and secured by the Sales Tax Revenues (which constitute the proceeds of the Sales Tax collected by the State Board of Equalization of the State of California (or the California Department of Tax and Fee Administration, to which the authority to collect the Sales Tax on behalf of the Transportation Authority and to remit it to the Trustee has been transferred) (“BOE”), less the administrative fee deducted by BOE) on a basis subordinate to the Transportation Authority’s Senior Lien Bonds as provided in the Second Amended and Restated Indenture, dated as of June 1, 2015, as amended and restated by the Third Amended and Restated Indenture, dated as of November 1, 2017 (“Indenture”), by and between the

Transportation Authority and U.S. Bank National Association, as trustee (“Trustee”), and by the Sales Tax Revenues Bank Note (Limited Tax Bond), dated June 11, 2015 (“Existing Bank Note”), issued pursuant to the Indenture; and

WHEREAS, There is presently approximately \$49,000,000 outstanding under the Existing Revolving Credit Agreement and the Existing Bank Note; and

WHEREAS, The Transportation Authority presently has approximately \$248,250,000 aggregate principal amount of Senior Bonds outstanding and may issue additional Senior Bonds in the future; and

WHEREAS, The Existing Revolving Credit Agreement expires by its terms on June 8, 2018; and

WHEREAS, On February 16, 2018, the Transportation Authority issued a Request for Proposals (“RFP”) to various banks regarding credit/liquidity facilities for the Transportation Authority’s interim borrowing program to replace the Existing Revolving Credit Agreement; and

WHEREAS, By the due date of March 9, 2018, the Transportation Authority received four proposals from financial institutions in response to the RFP;

WHEREAS, The review panel consisting of Transportation Authority staff evaluated the proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers’ fees, resulting cost of funds, length of commitment, credit ratings and various proposed terms and consulted with KNN Public Finance LLC and Nixon Peabody LLP; and

WHEREAS, Based on this competitive selection process, the review panel recommended, and the Transportation Authority proposes, to replace the Existing Revolving Credit Agreement with a revolving credit facility (“Replacement Facility”) with State Street and U.S. Bank National



Association (“U.S. Bank”) or, if an Authorized Representative (defined herein) determines that the Transportation Authority is not reasonably likely to reach agreement with State Street and/or U.S. Bank on covenants, representations or other terms that are satisfactory to the Transportation Authority, with an alternate revolving credit facility or letter of credit provider or providers with respect to a revolving credit facility or a letter of credit and reimbursement agreement supporting a commercial paper program, provided that the terms of such Replacement Facility shall be within the parameters set forth in Exhibit A; and

WHEREAS, The Transportation Authority’s obligations under the Replacement Facility would constitute limited tax bonds and shall be payable from and secured by the Sales Tax Revenues on a basis subordinate to the Senior Lien Bonds; and

WHEREAS, The proceeds of the Replacement Facility shall be used to finance and refinance a portion of the costs and estimated costs incidental to, or connected with, the transportation improvements outlined in the Expenditure Plan (“Project”), including, without limitation, engineering, inspection, legal, fiscal agents, financial consultants and other fees, a debt service reserve fund, working capital and expenses of all proceedings for the implementation of the Replacement Facility; and

WHEREAS, The Board of Commissioners finds that the Sales Tax Revenues are expected to be sufficient to meet debt service on the Transportation Authority’s outstanding Senior Lien Bonds and amounts expected to be outstanding under the Replacement Facility; and

WHEREAS, The outstanding amount under the Existing Revolving Credit Agreement shall be repaid from the Replacement Facility; and

WHEREAS, Senate Bill 450 (Chapter 625, Statutes of 2017) (“SB 450”) requires that the Board of Commissioners obtain and disclose good faith estimates from a financial advisor, underwriter or private lender, prior to the authorization of bonds, of certain specified information regarding the

bonds in a meeting open to the public, which such information has been disclosed prior to the adoption of this resolution; and

WHEREAS, The Board of Commissioners desires to authorize (i) the Replacement Facility and (ii) the execution and delivery of all documents, instruments and agreements necessary or appropriate in connection with the Replacement Facility, including, if and to the extent applicable, an amendment to or amendment and restatement of the Existing Revolving Credit Agreement or a new revolving credit agreement or similar document; any amendments, supplements, or modifications to the Indenture; an amendment to the Existing Bank Note or an amended and restated note or a new note or notes (any such document a “New Note”); any reimbursement agreement, issuing and paying agent agreement, dealer agreement, offering memorandum and any other documentation required to establish a commercial paper program and to obtain a letter of credit supporting that program; any documents with respect to the repayment of the outstanding amount under and termination of the Existing Revolving Credit Agreement; any documents with respect to a borrowing under the Replacement Facility to repay the outstanding amount under the Existing Revolving Credit Agreement; and other documents related thereto as deemed appropriate by an Authorized Representative (defined below) (collectively, the “Documents”); and

WHEREAS, At its March 28, 2018 meeting, the Citizens Advisory Committee considered and adopted a motion of support for the staff recommendation; and

WHEREAS, the Board of Commissioners has reviewed the staff recommendation and desires to approve the Replacement Facility, the Documents and related actions as provided in this resolution; NOW, THEREFORE, be it

RESOLVED, That the Board of Commissioners hereby finds and declares that the statements, findings and determinations set forth above are true and correct; and be it further



RESOLVED, That the Board of Commissioners hereby authorizes the Replacement Facility. The Executive Director of the Transportation Authority and the Chief Deputy Director of the Transportation Authority, and any such officer serving or acting in an interim capacity, and any authorized designee of either such officer (each, an “Authorized Representative”) are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to execute by manual or facsimile signature and deliver the Documents in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such approval to be conclusively evidenced by the execution and delivery thereof, provided that the final terms of the Replacement Facility are within the parameters set forth in Exhibit A to the extent applicable; and be it further

RESOLVED, That any New Note shall be executed on behalf of the Transportation Authority by an Authorized Officer and by any other officer, Board of Commissioners member, employee or agent to the extent determined by an Authorized Representative to be appropriate or to be necessary to comply with the terms of the Indenture (as it may be modified) or applicable law (such determination to be conclusively evidenced by the execution and delivery of such New Note by such Authorized Representative). Any such execution may be by manual or facsimile signature, and each New Note shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of any person signing a New Note shall have the same force and effect as if such person had manually signed such New Note; and be it further

RESOLVED, That if an Authorized Representative determines that the Transportation Authority and State Street and U.S. Bank are not reasonably likely to reach agreement with respect to the Replacement Facility on covenants, representations and other terms that are satisfactory to the Transportation Authority, the Authorized Representatives are, and each of them acting alone is,

hereby authorized to enter into a Replacement Facility with an alternate provider or providers, in her sole discretion, from the responses received to the Transportation Authority's RFP, such approval to be conclusively evidenced by the execution and delivery thereof, provided that the final terms of the Replacement Facility are within the parameters set forth in Exhibit A to the extent applicable; and be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized to take any and all actions and execute and deliver such documents as the Authorized Representative executing the same deems necessary or advisable to carry out the purposes of this Resolution and the Ordinance and to consummate the Replacement Facility and carry out the terms of the Replacement Facility; the officers, employees and agents of the Transportation Authority are authorized to take all actions and execute and deliver such documents as may be required to carry out the purposes of this Resolution and the Ordinance and to consummate the Replacement Facility or to carry out the terms of the Replacement Facility; and all actions heretofore taken by all officers, employees and agents of the Transportation Authority with respect to the Replacement Facility, including but not limited to the issuance of the RFP, are hereby approved, confirmed and ratified; and be it further

RESOLVED, That this Resolution shall take effect immediately upon its adoption and approval; and be it further

RESOLVED, That the Authorized Representatives are, and each of them hereby is, authorized to negotiate agreement terms and conditions; and be it further

RESOLVED; That notwithstanding any rule or policy of the Transportation Authority to the contrary, each of the Authorized Representatives is expressly authorized to execute agreements and amendments to agreements within the parameters established in this Resolution.



Attachment (1):

1. Exhibit A: Transaction Parameters

EXHIBIT A
TRANSACTION PARAMETERS

Maximum Principal Amount:	\$140,000,000 outstanding at any time; Transportation Authority may borrow and reborrow under the facility
Maximum Interest Rate:	Maximum permitted by law
Maximum Term:	3 year term of facility plus term out period not to exceed 5 years
Minimum Denominations for Bonds:	No less than \$5,000 and minimum integral multiples of \$1,000 in excess thereof
Form of Bond:	Registered or Physical



Memorandum

Date: April 3, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 04/10/18 Board Meeting: Authorization for the Executive Director to Enter Into an up to \$140 Million Revolving Credit Facility with State Street Public Lending Corporation and U.S. Bank National Association or An Alternate Lender or Lenders; Execution and Delivery of Legal Documents Relating Thereto; and the Taking of All Necessary or Appropriate Related Actions in Connection Therewith

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director: <ul style="list-style-type: none"> ○ Enter into an up to \$140 million Revolving Credit Agreement with State Street Public Lending Corporation (State Street) and U.S. Bank National Association (U.S. Bank) ○ Enter into an Alternate Credit Facility if negotiations with State Street are not successful ○ Amend or enter into the associated legal documents ○ Take all necessary related actions ○ Negotiate payment terms and terms and conditions <p>SUMMARY</p> <p>In order to ensure we have sufficient funds in hand when needed to support delivery of the projects and programs in the Prop K sales tax Expenditure Plan, we plan to continue to utilize an interim borrowing program in combination with pay-go sales tax revenues and bond proceeds. The Transportation Authority’s existing Revolving Credit Facility with State Street expires in June 2018. In advance of the expiration date, the Transportation Authority solicited financial institutions seeking up to \$200 million of replacement credit facilities. We issued a Request for Proposals (RFP) in February 2017, and by the proposal due date, we had received proposals from four financial institutions. The review panel recommends that the Transportation Authority enter into a new Revolving Credit Agreement with State Street and U.S. Bank.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The Transportation Authority has historically relied on pay-go sales tax revenues and interim financing – initially through a \$200 million commercial paper (CP) facility which was converted to a \$140 million

revolving loan (Revolving Credit Agreement) with State Street Bank – to fund the capital projects and programs included in the Prop K Expenditure Plan. We currently have \$49 million, out of a total \$140 million, under the Revolving Credit Agreement with State Street.

In November 2017, the Transportation Authority issued its first sales tax revenues bonds: \$248,250,000 Senior Lien Bonds, Series 2017. As part of the bond issuance, we prepared a Third Amended and Restated Indenture (Indenture) which created three tiers of debt: “Senior Lien Debt,” “Parity Debt,” and “Subordinate Obligations.” The Transportation Authority’s current Revolving Credit Agreement is considered Parity Debt under the Indenture. The replacement credit facility established through the subject RFP will also be Parity Debt under the Indenture.

Procurement Process.

On February 16, 2018, the Transportation Authority issued a RFP to various banks for up to \$200 million of credit facilities for Direct-Pay Letter of Credit (“LOC”), Standby Bond Purchase Agreement (“SBPA”) and/or alternative credit facilities such as a direct purchase or a revolving credit facility to support the Transportation Authority’s interim borrowing program. While a pre-proposal conference was not held, proposers were able to submit questions to the Transportation Authority and receive responses by February 28. We advertised the RFP in both the San Francisco Chronicle and San Francisco Examiner.

By the due date of March 9, 2018, we received proposals from four financial institutions in response to the RFP, as shown in Attachment 1. The proposals included bank commitments to provide LOC and SBPAs as credit facilities to support a CP program and Revolving Credit Agreements as alternate new financing structures. Each bank offered the Transportation Authority a three-year to five-year commitment, terms and fees. See Attachment 1 for a summary of the credit facility pricing received from the four bank proposals.

Facility Type Analysis.

Traditional CP or Notes are a form of variable rate financing, which mature and become due every 270 days or less. The issuance of CP requires the support of a bank credit facility in two basic forms: (1) a direct-pay LOC or (2) a SBPA (sometimes called a liquidity facility). If the CP notes are not remarketed, then the commercial bank (not the remarketing agent) pays the maturing CP Notes through the LOC or SBPA. The primary difference between the LOC and SBPA is that the LOC provides liquidity in the event of a failed roll as well as a guarantee of principal and interest payments by the issuer while a SPBA provides only liquidity support in the event of a failed roll.

A tax-exempt Revolver is an alternative variable rate financing method to traditional CP notes and is a loan directly from a commercial bank. The value of the Revolver over the traditional CP Note structure is from both cost and administrative perspectives. The Revolver structure charges interest cost only on the drawn portion of the facility and a minimal commitment fee on the undrawn portion of the facility. Additionally, given the direct purchase structure, the Transportation Authority minimizes its transaction costs by eliminating costs associated with a public offering (offering document, ratings, etc.). Further, the Transportation Authority does not need to manage the ongoing remarketing of CP Notes, procure a remarketing agent, and pay remarketing agent fees.

Recommended Facility Type.

A review panel consisting of Transportation Authority staff evaluated the bank credit facility proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers’ fees, length commitment, their credit ratings and various

proposed terms and consulted with KNN Public Finance LLC and Nixon Peabody LLP (the Transportation Authority's municipal advisor and bond counsel respectively). Based on this competitive selection process and due to the need to address the expiring Revolving Credit Agreement with State Street in June 2018, the review panel recommends extending the current Revolving Credit Agreement with State Street under a new Revolving Credit Agreement with State Street and U.S. Bank. The banks have offered a combined commitment of \$140 million, with \$70 million from each bank, allowing them to offer the most cost-effective financing solution to the Transportation Authority.

Both State Street and U.S. Bank have provided bank credit support to a number of issuers in the San Francisco community. State Street provides SBPA support for the San Francisco Public Utilities Commission (SFPUC) and LOCs for the City and County of San Francisco, the San Francisco Municipal Transportation Agency, San Francisco International Airport, and the Moscone Center. U.S. Bank provides Revolver facilities to the City and County of San Francisco and the SFPUC.

Given the Transportation Authority's recent partnership with State Street, we do not foresee any challenges in the contract negotiations. However, the review panel recommends that, as a contingency if negotiations reach an impasse with the banks, the Executive Director should be authorized to secure an alternate credit facility from one or more of the other proposers.

Taking into account fees and terms proposed, trading differentials between banks, and the relative risks of the different alternatives presented, the review panel determined that the State Street/U.S. Bank Revolver is the most advantageous and cost effective to the Transportation Authority. As with the existing Revolver, the Transportation Authority will be entering into a loan agreement directly with the bank, eliminating the need to regularly remarket the CP Notes and procure a remarketing agent, which will reduce costs, complexity, administrative burden, and bank credit downgrade risk.

Attachment 2 is the RFP response containing the term sheet for the State Street/U.S. Bank Revolver. Information deemed proprietary and/or a trade secret for a financial institution has been redacted per California Government Code Section 6254.

PUBLIC NOTICE – SENATE BILL 450

The following information is made available in accordance with recently enacted California legislation (Senate Bill 450) to provide certain public disclosures related to the proposed financing. All figures are estimates based on the State Street/U.S. Bank Revolver proposal, current market rates, current Authority credit ratings, current utilization of \$49 million under the Revolver, and the expected 3-year term of the Revolver facility.

- A.) True Interest Cost of the Revolver: 1.752%.
- B.) Finance Charge of the Revolver calculated as the sum of all fees and charges paid to third parties: \$200,000.
 - i. Costs of Issuance: \$ 200,000.
 - ii. Underwriting Syndicate Takedown Fee: N/A.
- C.) Net Proceeds of the Revolver: \$49,000,000.
- D.) Total Payment Amount (estimated sum total of all payments to pay debt service through the expected term of the Revolver): \$ 3,455,000.

FINANCIAL IMPACT

The proposed Fiscal Year 2018/19 budget already assumes fees for the Revolver. Based on the fees and interest rates proposed for a three-year agreement and assuming the Transportation Authority's current utilization under the Revolver. The all-in total cost is estimated to be \$1,285,000 in year one and \$1,085,000 in the subsequent two years. Assuming a fully drawn Revolver facility at \$140 million, the Transportation Authority's total annual cost in subsequent years is estimated to be \$2,452,000.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Table of RFP Responses

Attachment 2 – State Street/U.S. Bank RFP Response (Term Sheet Included)

Attachment 1: Table of RFP Responses

Bank	Estimated All-in Cost of Debt in Basis Points ¹ (3-year term / Current Utilization)	Estimated All-in Cost of Debt in Basis Points ² (3-year term / Full Utilization)	Type of Facility in the Amount of \$140,000,000	Credit Ratings (Moody's / Standard & Poor's/Fitch)	Credit Worthiness
<i>Current: State Street Revolver³ (Expires June 2018)</i>	79.3	180.2	Revolver	Aa1/AA-/AA	Very Strong
Barclays Bank PLC	83.5	159.5	SBPA	A1 (neg) / A / A	Strong
JP Morgan Chase Bank, N.A	79.9	154.0	SBPA	Aa3 / A+ / AA-	Very Strong
JP Morgan Chase Bank, N.A	111.8	245.2	Revolver	Aa3 / A+ / AA-	Very Strong
State Street Public Lending Corporation / U.S Bank National Association	76.4	150.5	SBPA	Aa1 / AA- / AA Aa2 (neg) / AA- / AA-	Very Strong
State Street Public Lending Corporation / U.S Bank National Association	77.6	175.2	Revolver	Aa1 / AA- / AA Aa2 (neg) / AA- / AA-	Very Strong
Sumitomo Mitsui Banking Corp.	76.0	152.0	LOC	A1 / A / A	Strong

¹ Estimated All-In Cost of Debt is based on the RFP proposal responses (bank fees and upfront fees) and estimated interest rates based on short-term interest rates as of February 28, 2018. All-In Cost of Debt changes with changing interest rates, market conditions and credit. Assumes the Transportation Authority's current interim borrowing utilization - \$49 million outstanding; \$91 million unutilized.

² Estimated All-In Cost of Debt is based on the RFP proposal responses (bank fees and upfront fees) and estimated interest rates based on short-term interest rates as of February 28, 2018. All-In Cost of Debt changes with changing interest rates, market conditions and credit. Assumes full utilization of the interim borrowing program at \$140 million.

³ All-in cost of current Revolver including the application of the State Street Margin Rate Factor – 1.2154 multiplier.

San Francisco County Transportation Authority

Proposal to Provide Revolving Credit Agreement

Indicative Terms and Conditions

March 21, 2018

Borrower:	San Francisco County Transportation Authority (“SFCTA,” the “Authority” or the “Borrower”).
Debt Issue:	A Revolving Credit Agreement among the Borrower, State Street, individually and as Administrative Agent (the “Agent”) and U.S. Bank (the “RCA”) pursuant to which the Banks will make tax-exempt Loans to the Borrower (the “Loans”).
Security:	The Loans and the obligations owed to the Banks under the Facility are secured as Parity Debt under the Indenture by Sales Tax Revenues to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax imposed in the City and County of San Francisco.
Facility:	RCA providing interim financing on a tax-exempt basis.
Facility Documents:	Documentation will include the RCA and such other documents, instruments, certificates, and agreements executed and/or delivered by the Borrower in connection with the Facility as reasonably determined by the Banks (collectively, the “Facility Documents”).
Banks:	State Street Bank and Trust Company’s wholly-owned subsidiary State Street Public Lending Corporation (“State Street”) and U.S. Bank National Association (“U.S. Bank” and together with State Street, individually referred to herein as a “Bank” and collectively as the “Banks”).

1. Credit Rating

State Street Ratings:	Moody’s Aa1 / P-1 Stable Outlook Not On Watch	S&P AA- / A-1+ Stable Outlook Not On Watch	Fitch AA / F1+ Stable Outlook Not On Watch
U.S. Bank Ratings:	Moody’s Aa2 / P-1 Negative Outlook Watch	S&P AA- / A-1+ Stable Outlook Not on Watch	Fitch AA- / F1+ Stable Outlook Not on Watch

Please refer to Appendix A for the Banks’ ratings over the past three years.

2. Bank Counsel

Counsel:	Chapman and Cutler LLP 111 West Monroe Street	David Field, Partner Telephone: (312) 845-3792
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This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

Legal Fees: Estimated at [REDACTED] and capped at [REDACTED], plus disbursements.

3. Fees

Revolving Credit Agreement

Please refer to Appendix B (Attachment 1) for the corresponding pricing matrix in the RFP.

Commitment Amount: Up to \$140,000,000 of principal:
 State Street \$70,000,000
 U.S. Bank \$70,000,000

Term: 3 Years.

Index Rate: Prior to the Maturity Date, the Loans and the Bank Note shall bear interest at a tax-exempt per annum rate of interest equal to the sum of (i) 80% of 1-month LIBOR plus (ii) the Applicable Spread set forth below (collectively, the "Index Rate"), subject to adjustment as provided herein.

The Loans and the Bank Note shall bear interest at the Index Rate prior to the Maturity Date, so long as no Event of Taxability or Event of Default exists.

Tenor	Applicable Spread
3 Years	[REDACTED]

Commitment Fee: The undrawn portion of the RCA will be charged the Commitment Fee set forth below, subject to adjustment as provided herein.

Tenor	Commitment Fee
3 Years	[REDACTED]

Downgrade Rate/Fee Adjustments: The Applicable Spread and Commitment Fee shall be adjusted according to the schedules below for any rating downgrade as well as for any rating suspension, withdrawal, or cancellation ("WD/NR"):

Rating Level	Applicable Spread	Commitment Fee
Aa2/AA and above	[REDACTED]	[REDACTED]
Aa3/AA-	[REDACTED]	[REDACTED]
A1/A+	[REDACTED]	[REDACTED]
A2/A	[REDACTED]	[REDACTED]
A3/A-	[REDACTED]	[REDACTED]
Baa1/BBB+	[REDACTED]	[REDACTED]
Baa2/BBB	[REDACTED]	[REDACTED]
Below Baa2/BBB*	Default	Default

WD/NR*

Default

Default

* Note: Event of Default rate/fee adjustment applies.

The lowest long-term unenhanced rating assigned to SFCTA's Senior Lien Bonds will determine the Applicable Spread and the Commitment Fee. An Applicable Spread and Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category currently in effect.

Event of Default Rate/Fee Adjustment:	If one or more of the underlying ratings assigned to SFCTA's Senior Lien Bonds are withdrawn or suspended, or shall fall below "Baa2/BBB", or upon the occurrence of an Event of Default, the Loans and the Bank Notes shall bear interest at the Default Rate and the Commitment Fee shall automatically and without notice to the Borrower increase by [REDACTED] per annum above the level specified in the above pricing matrix for the "Baa2/BBB" rating category.
Taxable Rate:	Taxable Rate means an interest rate per annum at all times equal to the product of the Index Rate or the Term Loan Rate, as applicable, then in effect multiplied by the Taxable Rate Factor.
Maximum Federal Corporate Tax Rate:	Maximum Federal Corporate Tax Rate means the maximum rate of income taxation imposed on corporations pursuant to Section 11(b) of the Code, as in effect from time to time (or, if as a result of a change in the Code, the rate of income taxation imposed on corporations generally shall not be applicable to the Banks, the maximum statutory rate of federal income taxation which could apply to the Banks). The Maximum Federal Corporate Tax Rate is currently 21%.
Taxable Rate Factor:	Taxable Rate Factor means the quotient of (i) one divided by (ii) one minus the then current Maximum Federal Corporate Tax Rate.
Event of Taxability:	In the event a determination of taxability shall occur, in addition to the amounts required to be paid with respect to the Loans, the Borrower shall be obligated to pay to the Banks an amount equal to the positive difference, if any, between the amount of interest that would have been paid during the period of taxability if the Loans had borne interest at the Taxable Rate (i.e., the product of the Index Rate and 1.0/1.0-Maximum Federal Corporate Tax Rate) and the interest actually paid to the Banks with respect to the Loans.
Margin Rate Factor:	The Index Rate will be subject to adjustment by a Margin Rate Factor. The Margin Rate Factor means the greater of (i) 1.0, and (ii) the product of (a) one minus the Maximum Federal Corporate Tax Rate multiplied by (b) 1.26582. The effective date of any change in the Margin Rate Factor shall be the effective date of the decrease in the Maximum Federal Corporate Tax Rate resulting in such change.

The Maximum Federal Corporate Tax Rate is currently 21% such that the current Margin Rate Factor equals 1.0 as of the date of this proposal.

Termination/Reduction Fee: In the event that the Borrower elects to terminate or permanently reduce the Facility during the first eighteen months of the Facility, the Borrower will be required to pay a termination or reduction fee equal to the Commitment Fee which would have accrued from the date of termination or reduction through the eighteen-month anniversary of the closing date.

Agent Fee: Waived.

Draw Fee: [REDACTED] per draw, capped at [REDACTED] in any calendar year.

Amendment Fee: [REDACTED] plus reasonable fees and disbursements of counsel, if any.

Base Rate: The greatest of: (i) [REDACTED]
(ii) [REDACTED]
(iii) [REDACTED]

Term Loan Rate: Days 1-30: [REDACTED]
Days 31-90: [REDACTED]
Days 91 and after: [REDACTED]

Default Rate: [REDACTED]
Interest accruing at the Default Rate shall be payable on demand.

Computation of Payments: Computations of interest and fees shall be calculated on an actual/360 day basis.

Pro Rata Draws & Repayments: All draws and repayments under the RCA shall be pro rata between the two Banks.

Term Loan: 5 Years.

4. Terms and Conditions of Revolving Credit Agreement

For the RCA, the Banks propose limited modifications as outlined in the Comment Letter from Chapman and Cutler LLP in Appendix C. All other terms and conditions – including conditions precedent to purchase and closing, representations and warranties, covenants, events of default, and remedies – shall remain consistent with the existing Revolving Credit Agreement between the Authority and State Street Public Lending Corp. dated as of June 1, 2015 (the “Existing RCA”).

5. Formal Credit Approval

Credit Approval: Any commitment to provide the Facility (including the terms and conditions proposed herein) or to extend credit is subject to all of the Banks' internal approvals and due diligence procedures. In obtaining credit approval, the Banks reserve the right to modify and/or supplement any of the terms and conditions stated herein.

State Street and US Bank anticipate obtaining final credit approval within 10 business days of receiving the mandate to provide the Facility.

6. Other Terms and Conditions

Survival: This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.

Material Adverse Change: This proposal may be rescinded, in the sole discretion of the Banks, upon the occurrence of a material adverse change in the financial, operational, or legal condition of the Borrower.

Proposal Expiration: Unless otherwise extended by the Banks, this proposal shall expire at 5:00 p.m. EST on July 7, 2018.



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RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2017/18 BUDGET

WHEREAS, In June 2017, through approval of Resolution 17-56, the Transportation Authority adopted the Fiscal Year (FY) 2017/18 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program, Vehicle Registration Fee for Transportation Improvements Program, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; 101/280 Managed Lanes; 19th Ave Combined City Project & Lombard Street Vision Zero projects; Bay Area Rapid Transit Travel Incentives Program; D10 Mobility Management Study; Emerging Mobility Services & Technologies; Hub and Civic Center Travel Demand Modeling; Late Night Transportation; Lombard Crooked Street Congestion Management System Development; Solano County Water Transit Plan Travel Demand Modeling; South of Market Freeway Ramp Intersection Safety Improvement Study; Transportation Network Companies Research; Treasure Island Mobility Management Agency; Strategic Highway Research Program; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget, as shown in Attachment 1; and

WHEREAS, At its March 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 Transportation Authority's adopted FY 2017/2018 budget is hereby



amended to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2017/18 Budget Amendment

**San Francisco County Transportation Authority
Attachment I
Proposed Fiscal Year 2017/18 Budget Amendment**



		Proposed Budget Amendment by Fund					Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
		Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program		
Revenues:								
Sales Tax Revenues	\$ 104,271,926	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,530,189	
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049	
Interest Income	627,418	-	1,683	3,853	-	-	287,571	
Program Revenues	1,342,655	13,962,810	737,931	-	1,522,170	-	22,537,689	
Other Revenues	43,460	-	-	-	-	-	2,000	
Total Revenues	106,285,459	13,962,810	739,614	4,837,902	1,522,170	(6,843,543)	134,191,498	
Expenditures:								
Capital Project Costs	251,112,187	10,822,952	933,921	3,488,603	925,951	(8,704,465)	275,988,079	
Administrative Operating Costs	6,072,690	4,204,720	46,003	241,702	596,219	436,396	10,724,938	
Debt Service	120,531,275	-	-	-	-	42,940,307	77,590,968	
Total Expenditures	377,716,152	15,027,672	979,924	3,730,305	1,522,170	34,672,238	364,303,985	
Other Financing Sources (Uses):	269,068,143	1,064,862	-	-	-	(59,806,486)	329,939,491	
Net Change in Fund Balance	\$ (2,362,550)	\$ -	\$ (240,310)	\$ 1,107,597	\$ -	\$ (1,495,263)	\$ 99,827,004	
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	N/A	\$ (40,650,870)	
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	N/A	\$ 59,176,134	



Memorandum

Date: March 28, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 04/10/18 Board Meeting: Proposed Fiscal Year 2017/18 Budget Amendment

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt a motion of support for amendment of the adopted Fiscal Year (FY) 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267.</p> <p>SUMMARY</p> <p>Every year we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2017, through Resolution 17-56, the Board adopted the FY 2017/18 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2017/18 Budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. The budget revision is also an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

Discussion. The budget revision reflects a decrease of \$6,843,543 in revenues, increase of \$34,672,238 in expenditures and decrease of \$59,806,486 in other financing sources for a total net decrease of \$101,322,267 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2017/18 Budget (in the aggregate line item format specified in the Fiscal Policy) is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

Agenda Item 10

Revenue and expenditure revisions are related to sales tax revenue, several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program; Vehicle Registration Fee for Transportation Improvements Program, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; 101/280 Managed Lanes; 19th Ave Combined City Project & Lombard Street Vision Zero projects; Bay Area Rapid Transit Travel Incentives Program, D10 Mobility Study; Emerging Mobility Services & Technologies; Hub and Civic Center Travel Demand Modeling; Late Night Transportation; Lombard Crooked Street Congestion Management System Development; Solano County Water Transit Plan Travel Demand Modeling; South of Market Freeway Ramp Intersection Safety Improvement Study; Transportation Network Companies Research; Treasure Island Mobility Management Agency; Strategic Highway Research Program; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget.

We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.

FINANCIAL IMPACT

If approved, the proposed amendment to the FY 2017/18 Budget would decrease \$6,843,543 in revenues, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 in fund balance as described above.

CAC Position

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Fiscal Year 2017/18 Budget Amendment

Attachment 2 – Proposed Fiscal Year 2017/18 Budget Amendment Line Item Detail

Attachment 3 – Fiscal Year 2017/18 Budget Amendment Explanations

**San Francisco County Transportation Authority
Attachment 2
Proposed Fiscal Year 2017/18 Budget Amendment
Line Item Detail**



	Proposed Budget Amendment by Fund										Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18				
	Sales Tax		Congestion Management Agency Programs		Transportation Fund For Clean Air Program		Vehicle Registration Fee For Transportation Improvements Program		Treasure Island Mobility Management Agency Program				Proposed Budget Amendment Fiscal Year 2017/18			
	Program	Tax	Agency	Programs	Fund	Program	Program	Program	Agency	Program						
Revenues:	\$	104,271,926	\$	-	\$	-	\$	-	\$	-	\$	104,271,926	\$	(2,258,263)	\$	106,530,189
Sales Tax Revenues																4,834,049
Vehicle Registration Fee																287,571
Interest Income		627,418				1,683					3,853					
Program Revenues																
Federal Advanced Transportation and Congestion Management Technologies Deployment																1,828,168
Federal BART Travel Incentives Program																27,822
Federal CMAQ Program: Transportation Demand Management Partnership Project							51,764									28,810
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement							28,810									10,612,249
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures							7,044,212									2,932,097
Federal South of Market Freeway Ramp Intersection Safety Improvement Study							1,888,657									124,342
Federal Strategic Highway Research Program							97,008									77,650
Federal Surface Transportation Program 3% Revenue and Augmentation							145,378									1,833,272
State Planning, Programming & Monitoring SB45 Funds							2,260,706									667,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project							667,000									1,374,929
Regional AB 1171 - Presidio Parkway (MTC)							550,582									-
Regional BART - Travel Incentives Program							-									-
Regional BATA - I-80/Yerba Buena Island Interchange Improvement							1,445									1,800
Regional San Francisco (OEWD) - Late Night Transportation							378,296									291,619
Regional TIDA - Treasure Island Mobility Management Agency							1,393									100,000
Regional San Francisco (Planning) - Hub and Civic Center Travel Demand Modeling							39,837									-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance							225,000									225,000
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study							-									-
Regional San Francisco (SFMTA) - Lombard Crooked Street Congestion Mgmt System Development							147,423									100,000
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency							-									-
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency							-									-
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency							-									-
Regional San Mateo County Transportation Authority - 101/280 Managed Lanes							123,125									75,000
Regional WETA - Solano Water Transit Plan Travel Demand Modeling							20,000									-
Regional TIDA - Treasure Island Mobility Management Agency							-									-
Regional TIDA - Yerba Buena Island Bridge Structures							167,476									1,500,000
Regional Vehicle Registration Fee Revenues (TFCA)							-									-
Contributions from Schmidt Family Foundation/The 11th Hour Project - TNC Research							-									-
Contributions from Toyota Mobility Foundation - D10 Mobility Study							-									-
Other Revenues							-									-
San Francisco Dept of Environment - Shower Facilities							2,000									2,000
Sublease of Office Space							41,460									-
Total Revenues		106,285,459		13,962,810		739,614		4,837,902		1,522,170		127,347,955		(6,843,543)		134,191,498

San Francisco County Transportation Authority
Attachment 2
Proposed Fiscal Year 2017/18 Budget Amendment
Line Item Detail



	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2017/18	Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
Expenditures:									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	250,000,000	-	933,921	3,488,603	-	254,422,524	(1,936,506)	256,359,030	
Technical Professional Services	1,112,187	10,822,952	-	-	925,951	12,861,090	(6,767,959)	19,629,049	
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,001,969	2,509,933	31,282	164,357	360,489	5,068,030	-	5,068,030	
Fringe Benefits	942,103	1,181,145	14,721	77,345	169,642	2,384,956	-	2,384,956	
Pay for Performance	194,965	-	-	-	-	194,965	-	194,965	
Non-personnel Expenditures									
Administrative Operations	2,731,653	513,642	-	-	61,888	3,307,183	436,396	2,870,787	
Equipment, Furniture & Fixtures	150,000	-	-	-	-	150,000	-	150,000	
Commissioner-Related Expenses	52,000	-	-	-	4,200	56,200	-	56,200	
Debt Service									
Debt Issuance Costs	2,051,579	-	-	-	-	2,051,579	(98,421)	2,150,000	
Interest and Fiscal Charges	3,479,696	-	-	-	-	3,479,696	(3,625,437)	7,105,133	
Revolving Credit Agreement Repayment	69,000,000	-	-	-	-	69,000,000	47,000,000	22,000,000	
Revolving Credit Agreement Re-finance Repayment	46,000,000	-	-	-	-	46,000,000	(335,835)	46,335,835	
Total Expenditures	377,716,152	15,027,672	979,924	3,730,305	1,522,170	398,976,223	34,672,238	364,303,985	
Other Financing Sources (Uses):									
Transfers in - Prop K Match to Grant Funding	-	1,064,862	-	-	-	1,064,862	(243,293)	1,308,155	
Transfers out - Prop K Match to Grant Funding	(1,064,862)	-	-	-	-	(1,064,862)	243,293	(1,308,155)	
Face Value of Debt Issued									
Sales Tax Revenue Bond Proceeds	205,660,000	-	-	-	-	205,660,000	(48,004,165)	253,664,165	
Revolving Credit Agreement Re-finance	46,344,075	-	-	-	-	46,344,075	8,240	46,335,835	
Premium on Issuance of Debt	18,128,930	-	-	-	-	18,128,930	(11,810,561)	29,939,491	
Draw on Revolving Credit Agreement	-	-	-	-	-	-	-	-	
Total Other Financing Sources (Uses)	269,068,143	1,064,862	-	-	-	270,133,005	(59,806,486)	329,939,491	
Net Change in Fund Balance	\$ (2,362,550)	\$ -	\$ (240,310)	\$ 1,107,597	\$ -	\$ (1,495,263)	\$ (101,322,267)	\$ 99,827,004	
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ 28,531,000	N/A	\$ (40,650,870)	
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ 27,035,737	N/A	\$ 59,176,134	
Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency									
Fund Reserved for Program and Operating Contingency	\$ 10,427,193	\$ -	\$ -	\$ 483,405	\$ -	\$ 10,910,598			

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
1.	Sales Tax Revenue	\$106,530,189	\$(2,258,263)	\$104,271,926	Based on FY 2017/18 sales tax revenues earned through January 2018, we project sales tax revenues to decrease compared to the budgeted revenues for FY 2017/18 by 2.17% or \$2.26 million. This projection is aligned with the San Francisco Controller's Office's projection that FY 2017/18 sales tax revenue will decrease as compared to actual revenues earned in FY 2016/17.
2.	Interest Income	287,571	345,383	632,954	In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Interest income has increased due to the investment of proceeds from the bond sale and interest rates have changed from 1.19% to 1.72% over the past eight months in the City's Treasury Pool. This amendment increases Interest Income by \$345,383.
3.	Treasure Island Mobility Management Agency (TIMMA)	\$3,403,168	(1,880,998)	1,522,170	The original work scope for FY 2017/18 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design. Since adoption of the original work scope and budget, the developer, Treasure Island Community Development (TICD), estimated a delay in the Treasure Island construction schedule of at least 18 months. Therefore, System Integration should not proceed until FY 2018/19. The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) funds need to be updated to reflect the reduced work scope and need in this fiscal year. The costs will be incurred and the revenue realized in FY 2018/19. At the same time, we expect to execute the federal ATCMD grant funding agreement this fiscal year and launch the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMD funds with matching funds from the Treasure Island Development Authority (TIDA). This amendment adds the cost and revenues associated with the launch of the AV Shuttle pilot. In aggregate, this amendment will decrease Federal Revenues by \$1,803,240 and Regional Revenues by \$77,758. Corresponding Capital Project – Technical Professional Services

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					Expenditures will decrease by \$1,693,598, Administrative Operating – Non-personnel Costs will increase by \$25,088, and Administrative Operating – Personnel Costs will shift from TIMMA Program to Sales Tax Program by \$469,856 for a total decrease of \$2,138,366 in expenditures.
4.	BART Travel Incentives Program	29,622	23,587	53,209	We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco, by incentivizing riders to shift their travel off the peak period. Modeling activities relating to analyzing the effects of the BART Perks program were deferred to the first half of FY 2017/18. This amendment increases Federal Revenues by \$23,942 and decreases BART operating revenues by \$355. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$23,587.
5.	I-80/YBI Improvement Project	12,278,797	(4,305,707)	7,973,090	We are working jointly with TIDA on the development of the I-80/YBI Ramps Improvement Project. In FY 2016/17, the scope of the project was expanded to include 1) construction activities for the I-80/YBI Ramps project; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the San Francisco-Oakland Bay Bridge; and 3) Southgate Road Realignment Improvements. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. To expedite the design and environmental documentation of the Southgate Road Realignment Improvements project, Metropolitan Transportation Commission (MTC) is taking the lead as the contracting agency for the design consultant contract. During the design process, a number of environmental challenges and design issues have been encountered and completion of the project design plans have been delayed. As a result, construction, which was anticipated to start in FY 2017/18, has been delayed to FY 2018/19. In addition, budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are

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Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					<p>considered as revenue for FY 2017/18. Revenues were collected in September and October 2017. In aggregate, this amendment decreases Federal Revenues by \$3,568,037 and State Revenues by \$824,347 and increases Regional Revenues by \$86,677. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$4,305,707.</p>
6.	YBI Bridge Structures	2,932,097	(875,964)	2,056,133	<p>We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. The project schedule has been extended to accommodate coordination with and completion of two projects: 1) Southgate Road Realignment Improvement; and 2) Macalla Road/Treasure Island Road reconstruction (being completed by TICD). The West-Side Bridges project is scheduled to begin construction in 2020. In order to coordinate with the Construction Manager/General Contractor (CMGC) project delivery method, a portion of the design and engineering activities for the project is deferred until we have a CMGC contractor onboard, anticipated to be in summer of 2018. TIDA is providing local match to the federal grant funds, and we've modified our agreement with TIDA from a loan agreement to a reimbursement agreement. This amendment decreases Federal Revenues by \$1,043,440 and increases Regional Revenues by \$167,476. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$875,964.</p>
7.	South of Market Freeway Ramp Intersection Safety Improvement Project	124,342	(27,334)	97,008	<p>This project will expand upon the work of the Vision Zero Ramp Intersection Study Phase 1 to develop a prioritized set of short-, medium-, and long-term safety improvements at up to 10 ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. We have shifted budgeted expenditures from FY 2017/18 to FY 2018/19, reflecting a longer project initiation process than expected and more staff and consultant time now expected to be spent later in the study timeline. We still expect to complete the</p>

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San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
8.	Strategic Highway Research Program	77,650	67,728	145,378	<p>study by January 2019. This amendment decreases both Federal Revenues and Capital Project – Technical Professional Services Expenditures by \$27,334.</p> <p>In fall 2014, the Federal Highway Administration (FHWA) awarded us, as part of a three-agency consortium, a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2016/17 was deferred to FY 2017/18 in order to focus resources through the end of FY 2016/17 on other grants with earlier expiration dates. This amendment increases Federal Revenues by \$67,728. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$67,728.</p>
9.	Surface Transportation Program 3% Revenue and Augmentation	1,833,272	427,434	2,260,706	<p>As the CMA for San Francisco, we receive federal Surface Transportation Program (STP3%) funds to support various planning and programming activities, including the San Francisco Transportation Plan and Congestion Management Program updates. The proposed increase in STP3% funds this year is mainly attributed to expanded scope and increased level of effort on three projects, including Transportation Network Companies Research, Emerging Mobility Services and Technologies, and Freeway Corridor Management Study. In January 2018, MTC authorized additional STP3% funds for CMA activities from our share of One Bay Area Grant Program (OBAG) funds, consistent with our 2017 OBAG Board action. This amendment increased Federal Revenues by \$427,434. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$427,434.</p>
10.	Presidio Parkway	-	1,242,655	1,242,655	<p>Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June</p>

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No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
11.	Late Night Transportation	100,000	(98,607)	1,393	<p>30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in September 2017. This includes \$1,242,655 in revenue reimbursements on the Presidio Parkway Phase I construction costs.</p> <p>In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development, we have led several elements of the Late Night Transportation Study Phase II. This year we anticipated exploring ways to potentially partner with private mobility services on a pilot program to serve late-night needs. However, during this fiscal year we focused staff resources to complete our EMST' policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics prior to pursuing potential EMST' pilot programs. This amendment decreases Regional Revenues by \$98,607. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$25,000 and Administrative Operating – Personnel Costs will shift from CMA Programs to Sales Tax Programs by \$73,607.</p>
12.	Hub and Civic Center Travel Demand Modeling	-	39,837	39,837	<p>We maintain the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The San Francisco Planning Department seeks to use travel demand projections from SF-CHAMP for analysis of the impacts of street designs within the Hub and Civic Center areas, generally bounded by Octavia, Hayes, 9th, Howard, and 13th streets in the Hub area and Gough, Turk, Market, and Fell streets in the Civic Center area. We have agreed to conduct travel demand forecasting in support of the Planning Department’s efforts related to the Hub/Civic Center Plan project. This amendment increases Regional Revenues by \$39,837. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$39,837.</p>

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San Francisco County Transportation Authority
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No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
13.	19 th Ave Combined City Project & Lombard Street Vision Zero Projects	-	\$147,423	\$147,423	San Francisco Public Works (SFPW) is providing funding for our guidance and assistance in the preparation of the Project Study Report-Project Report for the 19 th Avenue Combined City and the Lombard Street Vision Zero projects, required by Caltrans as part of the project approval process. This amendment increases Regional Revenues by \$147,423. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$131,023 and Administrative Operating - Personnel Costs will shift from Sales Tax Programs to CMA Program by \$16,400.
14.	Alemany Interchange Improvement Study	-	100,000	100,000	Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in October 2017. This includes \$100,000 in revenue reimbursements for Alemany Interchange Improvement Study costs.
15.	Lombard Crooked Street Congestion Management System Development (SFM/TA)	100,000	(100,000)	-	On March 21, 2017, the Board adopted the recommendations of the Managing Access to the Crooked Street District 2 NTIP report, including a recommendation to further study and develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). We will utilize NTIP capital funds and other Prop K funds, appropriated through Resolution 17-52 this year, and will defer additional funds from the City's General Fund until FY 2018/19. This amendment decreases both Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$100,000.
16.	U.S. 101/I-280 Managed Lanes	-	123,125	123,125	The U.S. 101/I-280 Managed Lanes project seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. We are beginning work on the Project Initiation Document (PID), required by Caltrans, which will refine a suite of alternatives for managed lanes

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No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					<p>in the U.S. 101/I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. The two counties will enter into a cost-sharing agreement to split the expense of the PID phase. Additional funding from the San Mateo County Transportation Authority increases Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$123,125.</p>
17.	Solano County Water Transit Plan Travel Demand Modeling	-	20,000	20,000	<p>The Water Emergency Transportation Authority (WETA) seeks to use travel demand projections from SF-CHAMP for the Solano County Prospective Water Transit Services Analysis & Conceptual Plan (the Solano Water Transit Plan) analysis, and we have agreed to conduct travel demand forecasting in support of the WETA and Solano Transportation Authority efforts related to the Solano Water Transit Plan. This amendment increases Regional Revenues by \$20,000. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$20,000.</p>
18.	D10 Mobility Study	-	74,698	74,698	<p>We are leading the District 10 (Bayview/Southeast sector) Mobility Management study (partially funded by Prop KNTIP funds) which will develop near- and mid-term strategies to improve multimodal transportation options, and mitigate existing and potential future congestion impacts with a view to increasing access and improving neighborhood livability in District 10. The Toyota Mobility Foundation seeks to undertake projects in District 10 to support responsible mobility. This amendment increases Program Revenues by \$74,698. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$74,698.</p>
19.	Sublease of Office	-	41,460	41,460	<p>We are continuing our sublease agreement with Zurinaga Associates, for a portion of our office space, after approval of a new three-year contract with</p>

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San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
20.	Transportation Fund for Clean Air Program – Capital Project Costs	645,660	288,252	933,912	<p>Zurinaga Associates for on-call project management oversight and general engineering services. This amendment increases Other Revenues by \$41,460.</p> <p>Because this program is small and has few active projects at any given time, changes to the timing of cash flow needs for only a few projects can trigger the need to amend the annual capital budget. This fiscal year, higher than expected expenditures are largely attributed to the SFMTA’s Paratransit Sedans project, a new project with projections to invoice more quickly than anticipated in the FY 2017/18 budget, which was done before the annual call for projects was completed. The amendment is also needed due to delay in invoicing for the San Francisco State University Gator Pass project, which we had projected to fully bill in FY 2016/17, but ended up billing in FY 2017/18. This amendment increases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$288,252.</p>
21.	Vehicle Registration Fee for Transportation Improvement Program – Capital Project Costs	5,757,300	(2,268,697)	3,488,603	<p>Delays in expenditures are due primarily to the following projects: 1) SFPW’s Brannan Street Pavement Renovation had a delay in issuing the Notice to Proceed to the contractor due to Contract Administration awaiting the confirmation of submission of escrow bid documents and local hire forms. 2) SFPW’s Haight Street Resurfacing and Pedestrian Lighting project is delayed because SFPW received no bids in response to contract advertisement. SFPW is currently negotiating with qualified contractors to advance the project. 3) SFMTA has delayed finalizing the construction bid documents for the Muni Metro Station Enhancements Phase 1 project to allow additional time during design to refine and maximize the potential work window during construction, and to re-evaluate the location of the wayfinding signage in the stations, some of which is very close to the platform edge. This amendment decreases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$2,268,697.</p>

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No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
22.	Administrative Operating Costs – Non-personnel Expenditures	2,870,787	436,396	3,307,183	Administrative Operating Costs for non-personnel expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget. Original estimates did not anticipate higher legal fees for on-going litigation related to the Presidio Parkway and Geary Corridor Bus Rapid Transit projects. This amendment increases Administrative Operating Costs – Non-personnel Expenditures by \$436,396.
23.	Debt Service Expenditures – Interest and Fiscal Charges	7,105,133	(3,625,437)	3,479,696	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds in an amount up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$3,625,437.
24.	Revolving Credit Agreement Repayment	22,000,000	47,000,000	69,000,000	Since interest rates have increased from 1.04% to 1.78% over the past eight months, we are increasing the amount to pay off the revolving credit loan to minimize interest costs. We will continue to monitor capital spending, cash balance and interest rates closely before deciding to accelerate repayment. This amendment increases Revolving Credit Agreement Repayment by \$47,000,000.
25.	Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt	283,603,656	(59,814,726)	223,788,930	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					amendment decreases Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt by \$59,814,726.



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RESOLUTION APPROVING THE SETTLEMENT AGREEMENT AND APPROPRIATION OF \$2,000,000 FOR LANDSCAPING WORK ON THE PRESIDIO PARKWAY PUBLIC-PRIVATE PARTNERSHIP PROJECT

WHEREAS, In August 2016, the California Transportation Commission approved a settlement agreement between Caltrans and Golden Link Concessionaire (GLC), its developer on the Presidio Parkway Public-Private Partnership Project (P3 Project), which included reducing the scope of work to be performed by the GLC in the areas of landscaping and some civil works; and

WHEREAS, Caltrans anticipated that the scope of work from which GLC was being relieved could be delivered more cost-effectively by the Presidio Trust, given the Presidio Trust is the landowner and better able to coordinate landscaping with its own Parklands project above the parkway tunnel tops; and

WHEREAS, Over the past year, Caltrans, and the Transportation Authority as a funding partner, have been actively working with the Presidio Trust to determine the detail and scope of the remaining P3 Project obligations and negotiating the transfer of remaining work to the Trust; and

WHEREAS, Ultimately, the parties opted to proceed with the transfer of landscaping scope to the Presidio Trust with a financial contribution from Caltrans, the Transportation Authority, and the Metropolitan Transportation Commission which will allow the Presidio Trust to pursue their vision for the area, while enabling Caltrans to ensure delivery of the project and secure property rights for the parkway within the Trust lands so that GLC could operate and maintain the facility for the duration of the concession; and

WHEREAS, The Proposed Settlement requires a \$37 million contribution from the state, with \$2 million to be provided by the Transportation Authority and \$15 million from the Metropolitan Transportation Commission for a total of \$54 million; and



WHEREAS, While Caltrans will finish the remaining non-landscaping work through the P3 Agreement with GLC, the Presidio Trust will be responsible for delivering the landscaping and mitigation work that was relieved from GLC, including some environmental commitments outlined in the Final Environmental Impact Statement/Environmental Impact Report; and

WHEREAS, The requested appropriation is conditioned on all parties approving and signing the Settlement Agreement (the California Transportation Commission approved the terms of the Settlement Agreement on March 22, 2018 and the Metropolitan Transportation Commission is scheduled to consider approval of its contribution later this month); and

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

RESOLVED, That the Transportation Authority hereby approves the Settlement Agreement between Caltrans, the Transportation Authority and the Presidio Trust for the Trust to complete the remaining landscaping work on the Presidio Parkway P3 Project; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$2,000,000 in Prop K funds for the Presidio Parkway – Landscaping/Settlement Agreement project, as detailed in the attached allocation request form; and be it further

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

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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual

budgets shall reflect the maximum reimbursement schedule amount 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 sponsor to comply with applicable law and adopted Transportation Authority policies; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor 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 is hereby amended, as appropriate.

Attachments:

1. Settlement Agreement
2. Prop K Allocation Request Form

Attachment 1 - Settlement Agreement**SETTLEMENT AGREEMENT****Recitals**

A. The State of California, acting by and through its Department of Transportation (“Caltrans”), the San Francisco County Transportation Authority, a county transportation authority (“SFCTA”) and the Presidio Trust, a wholly owned government corporation of the United States of America (the “Trust”) (each, a “Party” and collectively, the “Parties”) have encountered certain disputes related to and ancillary to the completion of the Doyle Drive Replacement Project (“Project”) that runs through land managed by the Trust.

B. The parties entered, and now have certain disputes arising out of, that certain AGREEMENT AMONG THE PRESIDIO TRUST AND THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION AND THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY FOR ENTRY ON TO REAL PROPERTY NEEDED FOR THE CONSTRUCTION OF THE SOUTH ACCESS TO THE GOLDEN GATE BRIDGE, DOYLE DRIVE REPLACEMENT PROJECT IN SAN FRANCISCO, as of July 16, 2009 (as amended, collectively, the “Right of Entry Agreement” or the “ROE”).

C. This Settlement Agreement (this “Agreement”) sets out the terms of the Agreement that the Parties have reached to avoid further dispute and litigation. Once executed, this Agreement is binding on the Parties, and may be enforced in accordance with its terms.

Agreement

Caltrans, SFCTA and the Trust agree as follows:

1. Condition Precedents to this Agreement

The parties understand and agree that this Agreement is subject to the following preconditions, as set forth below, all of which must be satisfied in order for this Agreement to be effective:

- a. The California Transportation Commission (“CTC”) must approve in full the funding request for the obligations of Caltrans under this Agreement, as set forth below in paragraph d. of this provision and as set forth in subparagraph 2a below. The parties understand and agree that Caltrans will prepare all necessary documents and will take all reasonable steps to ensure that funding in full for the

obligations of Caltrans under this Agreement is on the agenda for approval as a book item for a new project during the CTC's March 21-22 2018 meeting and that the funding, as set forth below, is approved at that time. Caltrans will not support or advocate that any portion of the state funds come from SFCTA county STIP share. The parties understand and agree that this Agreement must be signed prior to setting the matter on the CTC Agenda.

- b. SFCTA must approve its funding obligation in full under this Agreement, as set forth below in paragraph e. of this provision. The parties understand and agree that SFCTA will prepare all necessary documents and will take all reasonable steps to ensure that funding in full for the obligations of SFCTA under this Agreement is approved by not later than April 10, 2018. The parties understand and agree that this Agreement must be signed prior to setting the matter of the SFCTA agenda.
- c. Upon approval by the CTC of the Caltrans funding described in paragraph d. below, and by not later than March 22, 2018, the Trust must execute the amendment to the ROE, substantially in the form attached hereto as **Exhibit A**.
- d. Caltrans's funding obligation under this Agreement is \$52 million, provided that, as a condition to effectiveness, Metropolitan Transportation Commission has authorized, by not later than April 25, 2018, \$15 million of such amount to be reimbursed to Caltrans.
- e. SFCTA's funding obligation under this Agreement is \$2 million, to be paid directly to the Trust, in accordance with Paragraph 2.

In the event that any of the foregoing conditions set forth above are not satisfied by the applicable date for satisfying each condition, this Agreement and the executed amendment to the ROE shall be null and void. In the event that this Agreement is made null and void pursuant to this Paragraph 1, the Parties agree that this Agreement and all related settlement documents and communications between the Parties will be subject to the applicable protections of California Evidence Code Sections 1152 and 1154 and Federal Rule of Evidence ("FRE") 408.

2. **Payment to the Presidio Trust**

Caltrans and SFCTA will pay the Trust the sum of \$54 million (\$54,000,000), (\$52 million to be paid by Caltrans (which includes the Initial Settlement Amount Installment and \$47 million (\$47,000,000) of the Final Settlement Amount Installment) and \$2 million to be paid by SFCTA), (collectively, the "Settlement Amount"). The Settlement Amount will be paid in two installments as described below:

- a. \$5 million (\$5,000,000) (the “Initial Settlement Amount Installment”) will be paid to the Trust (in accordance with Paragraph 7) on a date not more than 30 days after satisfaction of the following conditions: (i) the date that all funding obligations for the full Settlement Amount are approved pursuant to Paragraph 1 above, and (ii) the date upon which the Caltrans Work is complete (including, without limitation, preliminary close-out of all permits so the Trust may proceed with its work in accordance with the terms of this Agreement). Notwithstanding anything to the contrary, including, without limitation, subsequent failure of the Condition Subsequent (as defined in subparagraph 4h), the Initial Settlement Amount Installment is not refundable by the Trust for any reason. If this Agreement is subsequently terminated, payment of the Initial Settlement Amount Installment will not limit, waive, or set off any claims of any kind made by the Trust.
- b. \$49 million (\$49,000,000) (the “Final Settlement Amount Installment”) will be paid to the Trust (in accordance with Paragraph 7) on a date not more than 30 days after the satisfaction of the following conditions: (i) the date that the Initial Settlement Installment was paid to the Trust (with all conditions to payment of the Initial Settlement Amount Installment, as described in subparagraph 2a above, having previously been satisfied), and (ii) the date upon which the Condition Subsequent is satisfied.

For purposes of the Caltrans payment(s), Payee shall be referred to as the “Presidio Trust”.

The Trust agrees to expend not less than the received Settlement Amount for costs related to the Trust Work (as defined below) and for other costs related to rehabilitating and improving the Premises (as defined in the ROE).

3. **Work to be Completed by Caltrans**

- a. Caltrans, through its contractor, and at no cost to the Trust, will complete the work described in **Exhibit B** to this Agreement and the work that Caltrans determines is required to return the Premises in a safe and stable condition (collectively, the “Caltrans Work”). Caltrans agrees that after applicable Trust permits have been closed-out on a preliminary basis pursuant to subparagraph 3b below: (i) for the parts of the Premises that are not within the Highway Easement Area (as defined in **Exhibit D** to this Agreement), such areas are released to the Trust and the Trust may thereafter use such areas and proceed with work in such areas, and (ii) for the parts of the Premises that are within the Highway Easement Area), subject to the terms of this Agreement, the Trust may thereafter proceed with the Trust Work (as defined below) in such areas. The Caltrans Work shall be completed and the Premises shall be returned to the Trust by no later than May 31, 2018, conditioned

upon Trust issuance of any remaining permit(s) within fifteen days from receipt of a complete application, including all necessary drawings, for each such permit. The Parties agrees that permits will be upon the general conditions previously agreed between the Trust and GLC/DBJV in July 2017 and with any reasonable special conditions directly related to the scope of each permit in keeping with the special conditions previously agreed to between the Trust and GLC/DBJV. For every thirty (30) day period beyond May 31, 2018, that the Caltrans Work is not completed, Caltrans will pay to the Trust an amount for extension of the Right of Entry, excluding Trust caused delays due to failure to timely issue or approve permits or Trust's imposition of unreasonable permit conditions. The above amount shall be \$100,000 for the first thirty day period. Thereafter, the amount shall be adjusted upward monthly by \$150,000 for each subsequent thirty-day period that the Caltrans Work is not complete, provided that the maximum 30-day amount shall in no event exceed \$450,000.

- b. Caltrans, through its contractor(s), and at no cost to the Trust, agrees to satisfy all permit terms and conditions for all Trust-issued permits for the Project and will perform all remaining work that is subject to all such permits, whether issued before or after the date of this Agreement, in accordance with the applicable permit terms and conditions.

Caltrans agrees that its contractor(s) will submit permits to close out completed work and the Trust agrees to promptly begin closing out open permits. The Trust agrees that permits properly submitted for close-out shall be closed out with no additional terms and conditions imposed beyond those imposed in the applicable permit, and that existing terms and conditions shall not be enforced in a manner that creates additional work not contemplated under the applicable permit.

Caltrans and the Trust agree that: (i) each permit will be closed out in two steps, with the preliminary close-out step using hand-drawn 'redlined' construction plans (and all other required documents) and the final permit close-out step occurring at the end of the Project before Caltrans grants final acceptance to its Project developers and/or contractors in accordance with the P3 contract requirements that require CADD as-built drawings, (ii) preliminary close-out packages for each outstanding permit will be provided to the Trust on a rolling basis and as soon as possible, but not later than September 1, 2018, provided that preliminary close-out packages related to the Quartermaster Reach Project Area (as described in the corresponding document dated June 16, 2017), the Gorgas Parking Lot, the Suspense Area, and the Quartermaster Reach Area (as the Suspense Area and the Quartermaster Reach Area are depicted in the map that is attached as **Exhibit F** hereto) will be provided on or before May 1, 2018 (including hand-drawn 'redlined' construction plans), (iii) each preliminary close-out package satisfactory to the Trust will be closed out within thirty (30) business days (or within thirty (30) calendar days for permits related to the Suspense Area and the Quartermaster

Reach Area), (iv) upon a preliminary close-out of a permit, subject to the terms of this Agreement, the Trust may thereafter proceed with work in that area, and (v) final permit close-out will occur upon submission of as-built drawings that are consistent with the redlined construction plans submitted for preliminary close-out and the Trust shall not impose additional terms and conditions or require additional work at final close-out. Notwithstanding anything to the contrary, the Parties agree that: (i) CADD as-built drawings for the Suspense Area and Quartermaster Reach Area will be provided as soon as possible, but not later than August 1, 2018, and (ii) CADD as-built drawings for the remaining final permit close-outs will be provided on or before October 1, 2018.

The Parties agree that Caltrans' obligations set forth in this Paragraph 3b are part of the Caltrans Work and are subject to all of the provisions in this Agreement that apply to the Caltrans Work, but in no event require performance of any items of Trust Work.

Notwithstanding anything to the contrary, the Parties agree that for Trust-issued permits for Phase 1 of the Project applicable as-built drawings for Phase 1 of the Project shall be provided to the Trust in accordance with the requirements of the ROE concurrently with delivery of the as-built drawings required in the paragraph above.

- c. Caltrans, through its contractor, and at no cost to the Trust, agrees to perform all items of permanent access control fencing and other access control structures and all items of TCE fencing work to address public safety for the Project. The Parties agree that the obligations set forth in this subparagraph 3c are part of the Caltrans Work and are subject to all of the provisions in this Agreement that apply to the Caltrans Work. Notwithstanding the foregoing, as part of the Trust Work, the Trust will construct that certain wood fence described in **Exhibit B** as part of the Trust Work.
- d. The parties understand and agree that Caltrans has no further obligations in favor of the Trust to perform any additional work on the Project other than work identified in this Agreement.
- e. Caltrans and SFCTA will use best efforts to facilitate early release (i.e., prior to May 31, 2018) from the Premises, and acknowledge that the Trust may thereafter use: (i) the Quartermaster Reach Project Area (as described in the corresponding document dated June 16, 2017), and (ii) the Gorgas Parking Lot. Early release will not be allowed if it will impact Caltrans or Caltrans' contractor's work in this area.

4. **Work to be Completed by Trust**

- a. Performance of Trust Work by the Trust. The Trust, at no further cost to Caltrans or SFCTA beyond the payment set forth in paragraphs 2 and, if applicable, 3a above, will complete the following Project elements: (i) the placement of horticultural soils and landscaping in the Suspense Area, the Non-Suspense Area, and the Quartermaster Reach Area (as such areas are depicted in the map that is attached as **Exhibit F** hereto) in a manner and time determined by the Trust in its reasonable discretion; (ii) all wetland restoration work that is associated with the Quartermaster Reach Area in a manner and time determined by the Trust in its reasonable discretion; (iii) the Trust's environmental commitment work more specifically described in **Exhibit C**; and (iv) the certain wood fence described in **Exhibit B** as the Trust Work (collectively, items (i), (ii), (iii) and (iv) being the "Trust Work"). In connection with such work, the Parties will comply with the conditions set forth in this Paragraph 4 and Paragraph 10. For Trust Work on the Main Post Tunnels and the Battery Tunnels, the Trust will design applicable Trust Work that shall comply with the live load and dead load requirements specified in Sections 7b and 7c of the HED (as defined in Paragraph 7).

- b. Review Costs. Caltrans will pay its internal costs for its review of construction documents, including structural analysis of all the structural elements and calculations for the Trust Work, the contractor's construction plans, and other associated documents (each, a "Trust's Submittal" and collectively, the "Trust's Submittals") that must be reviewed and Approved (as defined below). The Parties agree that such review of the Trust's Submittals is solely insofar as the proposed Trust Work relates to the potential impacts to the Highway Facilities (as defined in the HED). The Trust will reimburse Caltrans (or its designee) for any costs payable to the Engineer(s) of Record for the corresponding part of the Project (the "EOR") for reviewing such documents for Caltrans, but such reimbursable costs shall not, in the aggregate, exceed the amount of \$500,000. Caltrans shall pay any amount above the amount required to be reimbursed by the Trust.

The Parties acknowledge that the Trust may contract directly with the applicable EOR to prepare all or part of the Trust's Submittal(s). If the Trust contracts directly with the EOR with respect to all or part of the Trust's Submittal(s), Caltrans will conduct, at its own cost, its standard internal oversight review as otherwise contemplated herein. The Parties understand and agree that Caltrans will not be required to obtain external review of the EOR's design and will therefore not be entitled to be reimbursed by the Trust for any costs that may be incurred by Caltrans or its designee in conducting its standard internal oversight review. If the Trust contracts directly with the applicable EOR, the EOR's obligations and liability to the Trust will be governed by the terms of the contract between the Trust and the EOR, without limiting Caltrans' review and approval rights herein with respect to the corresponding Trust's Submittal(s) or any other obligations that the EOR may have in favor of Caltrans.

- c. Review and Approval Standards. Caltrans will use best efforts to ensure timely and only professionally necessary review by Caltrans and, if applicable, the EOR. Each review, approval, and/or comment made by Caltrans (or, if applicable, the EOR) pursuant to Paragraph 4 shall be subject to the following limitations: Caltrans and the EOR (when performing external review for Caltrans) will review each Trust's Submittal for work impacting the Highway Facilities and approve solely as to impacts to the Highway Facilities for each of the Suspense Area, the Non-Suspense Area, and the Quartermaster Reach Area, but are not reviewing and approving Trust's Submittals for completion or performance of the entire design(s) and shall not be responsible for such overall design(s). Along with general structural engineering principles and responsibilities, the Trust (including an engineer of record for the Trust), in developing the Trust's Submittals for review by Caltrans and the EOR:
- i. For the Suspense Area, shall use the criteria as set forth in paragraphs 7b and 7c of the HED;
 - ii. For the Non-Suspense Area, shall use the criteria as set forth in paragraphs 7a and 7b of the HED; and
 - iii. For the Quartermaster Reach Area, may design the Trust's Submittal for the Quartermaster Reach Area to the parameters set forth in the following documents: Package 5, RFC package issue date 12/15/16 (Reference Transmittal No. T08719), Bridge Design Hydraulic Study Report, Presidio Parkway P3 Project, Tennessee Hollow and Gorgas Ramp, "draft" dated 10/11 Wreco, and the Geotechnical Design Report, Presidio Parkway Project, San Francisco, CA, dated 9/1/11 Fugro and Parikh. Caltrans is not aware of any reason that would preclude approval of a design that includes such parameters.

Collectively, the permitted review of the Trust's Submittals set forth in items (i), (ii) and (iii) above, along with general structural engineering principles, are the "Review Standards" and Caltrans' review of each Trust's Submittal shall be pursuant to these Review Standards. "Approval, Approve, or "Approved" means approval by Caltrans by applying the Review Standards (subject to the limitations set forth in this subparagraph 4c).

- d. Timing; Trust's Submittal Package Phasing. For each Trust's Submittal, Caltrans will complete its internal and external review by the EOR solely in accordance with the permitted Review Standards as follows: (i) within 30 business days (or within thirty (30) calendar days for permits related to the Suspense Area and the Quartermaster Reach Area) after the Trust provides 65% construction documents (and associated submittals) which shall include a structural analysis of all of the

structural elements and calculations (each, a “65% Package”); and (ii) for the Trust’s 100% construction documents (and associated submittals) (each, a “100% Package”), within thirty (30) business days of the Trust’s submittal of same. Further, Caltrans agrees to use its best efforts to provide documents and reports in its possession or control (including, the possession or control of its developers and contractors) as are necessary and requested by the Trust for Trust to complete the Trust’s Submittals and/or to respond to any comments regarding the Trust’s Submittals. However, any Trust’s Submittal must be complete at the time submitted for the above time limits to work.

- e. Representations. Except to the extent previously disclosed in writing to, or permitted in writing by, the Trust, each of Caltrans and SFCTA represent, after reasonable due diligence, based on its current understanding of the Trust’s planned work in the Suspense Area and the Non-Suspense Area, neither is aware of any construction or design defects, or any unpermitted omissions or modifications made by its contractors, that would preclude the Trust from performing such planned work in the respective areas or that would preclude the Trust from fulfilling its applicable environmental commitments, obligations, requirements and mitigation measures related to performance of the Trust Work.
- f. As-Builts. Caltrans will provide Project As-Built Plans (“As-Builts”) to the Trust in accordance with the terms and conditions of the ROE. Caltrans and SFCTA agree that the Trust will be entitled to rely upon the accuracy of the As-Builts in accordance with the standard of care for design professionals. The Trust will be entitled to rely upon any Approvals of Trust’s Submittals made prior to delivery of the As-Builts, provided that: (i) there are no unforeseen structural engineering issues identified pursuant to subparagraph 4g that are inconsistent with such Approvals, and (ii) the drawings are consistent with the hand-drawn ‘redlined’ construction plans provided pursuant to subparagraph 3b.
- g. Review Process. Caltrans will return each Trust’s Submittal marked either as “Reviewed with No Comments” or “Reviewed with Comments.” If a Trust’s Submittal is returned and marked “Reviewed with No Comments”, such is Approved and the Trust may proceed to implementation of the Trust’s Submittal or further development of the design. If a Trust’s Submittal is returned and marked “Reviewed with Comments” Trust may request a formal comment resolution meeting by notifying Caltrans at least ten (10) days prior to the requested date of the meeting. Trust shall be responsible for documenting all comments received from Caltrans and the corresponding resolutions. When a Trust’s Submittal is returned marked “Reviewed with Comments,” subject to permitted dispute resolution set forth in subparagraph 4i below, Trust must amend the submittal in accordance with such comments and resubmit to Caltrans. No construction of elements requiring submission to Caltrans for review as to

impacts to Highway Facilities may be commenced until all comments have been resolved and the corresponding Trust's Submittal has been amended accordingly and Approved by Caltrans.

If the Trust has contracted directly with the EOR with respect to all or part of a Trust's Submittal, Caltrans will require that the EOR, subject to any customary professional qualifications that are reasonably acceptable to Caltrans, have reviewed that Trust's Submittal for potential impacts to the Highway Facilities and signed off on that Trust's Submittal (each, a "Certification").

Caltrans' internal review will only be for standard oversight review of that Trust's Submittal. Caltrans will thereafter Approve such Trust's Submittal (and will not impose additional conditions or comments that would cause material additional costs, scope modifications, or delays in performance of such Trust Work with respect to such Trust's Submittal); except that, if unforeseen structural engineering issues arise with respect to that Trust's Submittal that an engineer determines impact the structural integrity, operation, or safety of the Highway Facilities, or safety of the traveling public, such issues must be satisfactorily addressed.

However, if the Trust causes its design professionals to prepare a 100% Package in a manner that is fully consistent with the corresponding previously approved 65% Package, provided that the EOR is able to make its Certification to Caltrans (if required above for the 65% Package) regarding the corresponding 100% Package and provided that no unforeseen structural engineering issues have arisen as described and determined in the manner described in the paragraph above, Caltrans will thereafter Approve such 100% Package and will not impose additional conditions or comments that would cause material additional costs, scope modifications, or delays in performance of the Trust Work.

- h. Condition Subsequent. This Agreement is subject to the following condition subsequent (collectively, the "Condition Subsequent") in favor of the Trust and Caltrans:

Caltrans will have reviewed and Approved the 65% Package for each of the Suspense Area and the Quartermaster Reach Area in accordance with the terms of this Agreement, upon terms acceptable to the Trust, on or before September 28, 2018.

If the Condition Subsequent has been fully satisfied to the satisfaction of each of the Trust and Caltrans on or before 6:00 pm on September 28, 2018, then each of the Trust and Caltrans will deliver written notice to the other Parties on or before 6:00 pm on September 28, 2018 that the Condition Subsequent has been satisfied. (The Trust and Caltrans may jointly elect to extend the time for satisfying the

Condition Subsequent in writing, as each may elect to do in their sole discretion.) If both such notices are timely delivered to the other Parties, then the Condition Subsequent will be satisfied, this Agreement will remain in full force and effect, and the Parties may rely upon the terms, conditions, agreements, approvals, releases, and discharges made pursuant to this Agreement. However, if either or both of the Trust and Caltrans fail to deliver written notice to the other Parties that that the Condition Subsequent has been satisfied (whether intentionally or by omission), then this Agreement shall be null and void (provided that the Initial Settlement Amount Installment will not be refunded and the Highway Easement Deed (as defined in Paragraph 7) will remain in full force and effect). In the event that this Agreement is made null and void pursuant to this subparagraph 4h, the Parties agree that this Agreement and all related settlement documents and communications between the Parties will be subject to the applicable protections of California Evidence Code Sections 1152 and 1154 and FRE 408.

- i. Disputes. In the event that a dispute arises regarding the implementation of this Paragraph 4, including, without limitation, the timing, costs, or approval requirements related to the review of each of the Trust's Submittals, it is the mutual intent of the Trust and Caltrans that the dispute should be resolved as quickly and as efficiently as possible. Accordingly, the Trust and Caltrans agree to address and attempt to resolve any disputes as expeditiously as possible with elevation of the dispute to the Trust's Chief of Park Development and Operations and Caltrans' District 4 Director (or their respective designees who have full authority to resolve the dispute), who will meet as soon as possible to attempt to resolve the dispute, preferably within five (5) business days, and in no event later than ten (10) business days after either Party's request.
- j. Compliance; Other Work. All Trust Work shall be performed in accordance with all applicable state and federal laws, regulations, and in accordance with the Environmental and Regulatory Compliance provisions set forth in Paragraph 10 below. It is understood and agreed that the Trust may, but is not required to, perform certain work within the Highway Easement Area, subject to the terms of the HED, beyond and in addition to the Trust Work. Other than as specified in the HED or this Agreement, Caltrans shall not: (i) exercise any approval or review with regard to such additional work performed by the Trust, or (ii) have any responsibility for the design or construction of that work, or any omissions related thereto.
- k. Liability. Caltrans agrees that, as between the Trust and Caltrans, it is responsible for, and Caltrans and SFCTA agree that in no event will Trust (or any other party acting on behalf of Trust) or the United States be liable for, any claims, damages, losses or expenses caused by or arising from: (i) Caltrans' design or construction of the Highway Facilities (as defined in the HED), including, without limitation,

the Main Post Tunnels, the Main Post Substation, and storm drainage facilities, (ii) the implementation of Project elements from construction documents approved by Caltrans unless caused by or arising from the Trust's negligent or willful failure to comply with any approvals made pursuant to this Agreement, (iii) the structural integrity of the Highway Facilities unless caused by or arising from the Trust's negligent or willful failure to comply with any approvals or deemed approvals made pursuant to this Agreement, (iv) any subsidence, movement, or catastrophic failure or collapse of the Highway Facilities unless caused by or arising from the Trust's negligent or willful failure to comply with any approvals or deemed approvals made pursuant to this Agreement, (v) any water damage or intrusion into the Highway Facilities unless caused by or arising from the Trust's negligent or willful failure to comply with any approvals or deemed approvals made pursuant to this Agreement, (vi) dynamic natural wetland processes (including, without limitation, non-manmade changes in local hydrology and movement of soil), and/or (vii) acts of God (including, without limitation, earthquakes).

5. **Soils**

Caltrans will leave remaining stockpiled Project soil onsite for the Trust to use for the Project. For any stockpiled Project soil left by Caltrans or GLC that the Trust does not want, Caltrans will remove such soil at Caltrans' cost if the request is made not later than April 30, 2018. If a request is made to remove the soil after this time, removal will be done at Trust's cost.

6. **Landscaping Design Plans and Other Information**

At no cost to the Trust, on or before April 2, 2018, Caltrans will provide all landscaping design plans to the Trust that have been prepared for the Project in the condition in which they currently exist and without warranty. Caltrans agrees to timely provide, so as to not cause undue delay to the Trust with respect to performance of the Trust Work, copies of such additional landscaping, hardscape, soils and utilities implementation documents and reports in its possession or control (including, the possession or control of its developers and contractors), including but not limited to draft specifications, as may be reasonably requested by the Trust.

7. **Highway Easement Deed**

Within 5 days after satisfaction of all conditions to payment of the Initial Settlement Amount Installment in accordance with subparagraph 2a, Caltrans and the Trust agree that the following shall occur concurrently (pursuant to a meeting and exchange between counsel for Caltrans and the Trust at San Francisco's Office of the Assessor-Recorder): (i) Caltrans shall pay the Initial Settlement Amount Installment to the Trust by check,

(ii) Caltrans and Trust will exchange duly executed and delivered counterparts of the Highway Easement Deed (the "Highway Easement Deed") in the form attached hereto as **Exhibit D**, (iii) Caltrans will provide a duly executed copy of the Quitclaim Deed (as defined in Paragraph 8) to the Trust, and (iv) Caltrans will submit the Highway Easement Deed for recording (immediately after recording the Quitclaim Deed) with San Francisco's Office of the Assessor-Recorder.

Within 5 days after satisfaction of all conditions to payment of the Final Settlement Amount Installment in accordance with subparagraph 2b, the Parties agree that the following shall occur concurrently (pursuant to a meeting and exchange between counsel at San Francisco's Office of the Assessor-Recorder): (i) Caltrans and SFCTA (in accordance with their respective allocations of same set forth in Paragraph 2) shall pay the Final Settlement Amount Installment to the Trust by checks, (ii) Caltrans and Trust will exchange duly executed and delivered counterparts of the Amended and Restated Highway Easement Deed (the "Amended and Restated Highway Easement Deed") in the form attached hereto as **Exhibit G**, and (iii) Caltrans will submit the Amended and Restated Highway Easement Deed for recording with San Francisco's Office of the Assessor-Recorder. The Amended and Restated Highway Easement Deed will amend and restate the rights and obligations set forth in the Initial Highway Easement Deed so that, from the Effective Date of the Highway Easement Deed, the Amended and Restated Highway Easement Deed will govern and control the rights and obligations therein. Until such time as the Amended and Restated Highway Easement Deed is executed, if such occurs as otherwise may be required pursuant to the terms and conditions of this Agreement, the Highway Easement Deed will govern and control the rights and obligations therein. (For clarification, the Highway Easement Deed will remain in full force and effect if the Condition Subsequent is not satisfied pursuant to the terms and conditions of this Agreement.)

For purposes of this Agreement, "HED" means the "Highway Easement Deed" or, if executed by the Trust and Caltrans, and recorded by Caltrans, the "Amended and Restated Highway Easement Deed."

The Parties agree that the HED in that form is the document required by Section 15 of the ROE.

8. **Quitclaim Deed**

As agreed in the Right of Entry, Caltrans shall convey to Trust by quitclaim deed (the "Quitclaim Deed"), substantially in the form attached as **Exhibit E**. Caltrans and the Trust agree that the Quitclaim Deed will be recorded immediately prior to the recording of the Highway Easement Deed. The Parties agree that the Quitclaim Deed in that form is the document required by Section 15 of the ROE.

9. **Maintenance Agreement.**

The Trust and Caltrans will execute a maintenance agreement for the Project by December 31, 2027, as required pursuant to the HED. The Trust and Caltrans agree that the following provisions will be satisfactorily addressed in the maintenance agreement: (i) maintenance responsibility for certain facilities and improvements that are integrated into both the Highway Facilities and the Trust Work (e.g., without limitation, Halleck Street improvements in the Highway Easement Area, conduits that are part of the Highway Facilities that are used by the Trust's utilities, drainage improvements, pedestrian safety screens above the tunnels, etc.), (ii) graffiti and litter removal from the Highway Facilities by Caltrans, (iii) equitable sharing of responsibility for capital repairs/replacements related to shared outfalls, (iv) payment for use of utilities by Caltrans, and (v) insurance requirements for Caltrans' and the Trust's respective contractors.

10. **Environmental and Regulatory Compliance**

- A. The Trust shall be responsible for the work set forth in **Exhibit C** that is the responsibility of the Trust therein and shall be complying with and fulfilling all applicable environmental commitments, obligations, requirements, criteria, and mitigation measures in or related to the Final Environmental Impact Statement/Report & Final Section 4(f) Evaluation, Record of Decision, resource agency approvals, permits, plans or agreements and all conditions, mitigation, and requirements thereof, and any plans and/or agreements developed and implemented pursuant to any of the above, including but not limited to the Programmatic Agreement, the Built Environment Treatment Plan, Architectural Criteria Report, and Treatment Oversight Panel (collectively, the "Environmental Compliance Obligations"). Caltrans and SFCTA acknowledge and agree that the Trust shall not be responsible for any Environmental Compliance Obligations related to other Project work performed by, or on behalf of, Caltrans and SFCTA other than the work set forth in **Exhibit C** that is the responsibility of the Trust therein. Caltrans and SFCTA agree to exercise any rights that either may have with respect to the Environmental Compliance Obligations in a reasonable manner that is consistent with the terms of this Agreement.
- B. Notwithstanding the above, the Parties understand and agree that Caltrans' and SFCTA's existing roles with respect to the environmental documents, agreements, resource agency permits, and FHWA and other regulatory agencies shall not change as a result of this Agreement. In performing the work set forth in **Exhibit C** pursuant to this Agreement that is the responsibility of the Trust therein, Trust shall timely provide Caltrans and SFCTA with hard and electronic copies of all necessary reports, documentation

and other information generated or obtained by Trust with respect to its compliance with environmental commitments and permits, including but not limited to, archaeological daily/weekly monitoring logs/reports, biological daily/weekly monitoring logs/reports, final SWPPP plan, as reasonably requested by Caltrans and SFCTA to enable each of them to meet its respective reporting, close-out and other administrative obligations as to such permits and agencies.

- C. In the event that any regulatory or oversight authority (i) imposes financial penalties or fees arising from the Trust's performance or failure to perform Trust Work, or from the Trust's failure to timely provide copies of all necessary reports, documentation and other information mentioned above, or (ii) orders additional, different, or remedial work to be completed, with respect to the Trust Work (and not any Project work completed by, or on behalf of, Caltrans and SFCTA), the Trust shall be responsible for paying any such penalties or fees and for the cost of performing additional, different, or remedial work. If penalties or fees are imposed related to actions by both the Trust and Caltrans and/or SFCTA, they shall be allocated equitably based on percentage of fault. Caltrans and SFCTA represent and warrant, after reasonable due diligence, that: (i) neither is aware of any notices, demands, or pending claims related to the Environmental Compliance Obligations.
- D. The Parties will not knowingly assist any person or entity in initiating or prosecuting any proceeding which relate or pertain to the Project against the Parties, or any of them, except as required pursuant to law.
- E. Except as arising out of or related to the work set forth in **Exhibit C** that is the responsibility of the Trust therein, Caltrans and SFCTA will remain responsible for complying with and fulfilling all applicable environmental commitments, obligations, requirements, criteria, and mitigation measures in or related to the Final Environmental Impact Statement/Report & Final Section 4(f) Evaluation, Record of Decision, resource agency approvals, permits, plans or agreements and all conditions, mitigation, and requirements thereof, and any plans and/or agreements developed and implemented pursuant to any of the above, including but not limited to the Programmatic Agreement, the Built Environment Treatment Plan, Architectural Criteria Report, Treatment Oversight Panel, and the items set forth in **Exhibit C** that are the responsibility of Caltrans therein. As to such work, in the event that any regulatory or oversight authority (i) imposes financial penalties or fees arising from the performance or failure to perform the work; or (ii) orders additional, different, or remedial work to be completed, Caltrans and SFCTA, if applicable, shall be responsible for paying any such penalties or fees and for the cost of performing additional, different, or remedial work.

11. Releases of Claims and Indemnities

a. Release by Presidio Trust

The Presidio Trust, for and on behalf of itself and its successors, assigns, employees, agents, attorneys, representatives, consultants, experts and agencies, does fully and forever discharge Caltrans and SFCTA, and each of Caltrans and SFCTA's respective past and present directors, agents, representatives, employees, affiliates, consultants, experts and agencies, and each of them, of and from any and all causes of action, damages, claims, demands, losses and liabilities of whatever kind or nature, in law, equity or otherwise, whether known or unknown, suspected or unsuspected, arising from action or omission up to and including the date of this Agreement, which relate or pertain to the Project.

Notwithstanding the above, the following are not released by the Trust:

- (1) The ROE provisions that apply directly to performance of the Caltrans Work; provided that upon completion of the Caltrans Work in accordance with the terms of this Agreement and full performance of such ROE provisions, such ROE provisions shall thereafter be released, without waiving any related claims pursuant to other exceptions to the release set forth in this subparagraph 11a,
- (2) Section 22 (Completion of the Project) of the ROE,
- (3) Section 24 (Indemnification) and Section 29 (Hazardous Materials) of the ROE, which shall expressly survive in accordance with their respective terms with no additional extension of their respective terms intended,
- (4) Caltrans' and/or SFCTA's obligations, covenants, representations set forth in this Agreement,
- (5) Caltrans' obligations under the HED, including, without limitation, Section 23 of the HED, and/or
- (6) Permits issued by the Trust for the Caltrans Work and other parts of the Project, whether issued before or after the date of this Agreement; provided that for permits that have been finally closed out in accordance with Paragraph 3b above, subsequent liability to the Trust pursuant to specific permit obligations set forth therein shall be released, without waiving (i) any related claims pursuant to other exceptions to the release

set forth in this subparagraph 11 a, (ii) any related claims for latent defects or for completion of punch-list items arising as part of the permit close-out process, and (iii) the right to use such permit(s) and related documentation as evidence in any proceeding regarding surviving claims.

Further, the Trust shall defend and hold harmless Caltrans and SFCTA for any causes of action, damages, claims, demands, losses and liabilities for claims against Caltrans and/or SFCTA due to delays relating to the Trust Work that may be made by any of the Trust's contractors and/or developers against Caltrans and/or SFCTA, not including claims any of these entities may bring related to any work Caltrans and/or SFCTA directly contracted to have performed.

b. Release and Indemnity by Caltrans

Caltrans, for and on behalf of itself and its successors, assigns, employees, agents, attorneys, representatives, consultants, experts and agencies, does fully and forever discharge the Trust, and each of the Trust's respective past and present directors, agents, representatives, employees, affiliates, consultants, experts and agencies, and each of them, of and from any and all causes of action, damages, claims, demands, losses and liabilities of whatever kind or nature, in law, equity or otherwise, whether known or unknown, suspected or unsuspected, arising from action or omission up to and including the date of this Agreement, which relate or pertain to the Project. Further, to the fullest extent permitted by law, Caltrans shall indemnify, defend, and hold harmless the Trust from any causes of action, damages, claims, demands, losses and liabilities raising claims due to delays relating to the Project made by any Project contractors and/or developers, including without limitation, Golden Link Concessionaire, Flatiron/Kiewit Joint Venture, Flatiron West, Inc., and Kiewit Infrastructure West Co, not including claims any of these entities may bring related to any work the Trust directly contracted to have performed. To the extent that the Trust has not released claims based on Trust-issued permits as set forth in subparagraph 11 a(6) above, Caltrans does not release defenses which may exist under the terms of said permits.

c. Release and Indemnity by SFCTA

SFCTA, for and on behalf of itself and its successors, assigns, employees, agents, attorneys, representatives, consultants, experts and agencies, does fully and forever discharge the Trust, and each of the Trust's respective past and present directors, agents, representatives, employees, affiliates, consultants, experts and agencies, and each of them, of and from any and all causes of action, damages, claims, demands, losses and liabilities of whatever kind or nature, in law, equity or otherwise, whether

known or unknown, suspected or unsuspected, arising from action or omission up to and including the date of this Agreement, which relate or pertain to the Project. Further, to the fullest extent permitted by law, SFCTA shall indemnify, defend, and hold harmless the Trust from any causes of action, damages, claims, demands, losses and liabilities raising claims due to delays relating to the Project made by any Project contractors and/or developers, including without limitation, Golden Link Concessionaire, Flatiron/Kiewit Joint Venture, Flatiron West, Inc., and Kiewit Infrastructure West Co, not including claims any of these entities may bring related to any work the Trust or Caltrans directly contracted to have performed. To the extent that the Trust has not released claims based on Trust-issued permits as set forth in subparagraph 11a(6) above, SFCTA does not release defenses which may exist under the terms of said permits.

d. Common Terms

The terms of this subparagraph 11(d) are applicable to the items being released by each Party, subject to the exclusions set forth in each of the foregoing subparagraphs.

Caltrans and SFCTA and the Presidio Trust each hereby certify that it has read and hereby waives Section 1542 of the California Civil Code, which states:

“A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.”

Each undersigned Party understands and acknowledges the significance and consequence of this waiver of Section 1542 of the Civil Code is that if it should suffer damages in connection with unresolved claims that may exist, it shall not be permitted to make a claim against another undersigned Party for those damages.

12. Compromise

This Agreement represents a compromise of known and unknown claims and nothing herein shall be deemed or construed to be an admission or concession of any liability or fault with respect to any of the allegations made or which could have been made concerning any settled claim or defense to the same.

13. Authority to Enter Agreement

Each Party represents and warrants it has full power and authority to enter into and perform this Agreement, and the person executing this Agreement on behalf of each of the Parties has been properly authorized and empowered to enter into this Agreement and to bind each of the Parties hereto. Each of the signatories to this Agreement warrants that it has, through its representatives (including counsel whether internal or outside), carefully read and understood the terms and conditions of this Agreement and it has not relied upon the representations or advice of any other Party.

14. Not to be Interpreted Against Drafter

This Agreement, and the terms and conditions thereof, were determined in arm's-length negotiations by and among Caltrans, SFCTA and Trust. This Agreement has been mutually drafted by the legal representatives of Caltrans and SFCTA and Trust. Accordingly, no provision of this Settlement Agreement shall be interpreted for or against a Party because that Party, or its legal representative, drafted such provision.

15. Modifications to be in Writing

No modification, waiver or amendment of this Agreement shall be valid unless the same is in writing and executed by each of the Parties hereto.

16. Jurisdiction, Venue, Governing Law

Jurisdiction and venue for adjudication of legal disputes between the Trust and Caltrans and SFCTA arising from this Agreement shall be the United States District Court Northern District of California. Governing law as to such legal disputes shall be determined by the court.

17. Enforceable Agreement

Each of the Parties agrees this Agreement will become enforceable, binding and admissible in a court of law, and, subject to its terms, to waive protections of California Evidence Code Sections 1152 and 1154 and FRE 408 as to this Agreement, and the terms of the Agreement shall be admissible before any court or tribunal to enforce its terms.

18. Further Documents

Each of the Parties represents it shall do all acts, and execute and deliver all documents necessary, convenient or desirable to effectuate all provisions of this

Agreement. The terms, covenants and conditions of this Agreement supersede the prior terms, covenants and conditions of previous agreements to the extent they overlap or contradict. This is the entire agreement of the Parties with respect to matters that are the subject of this Agreement.

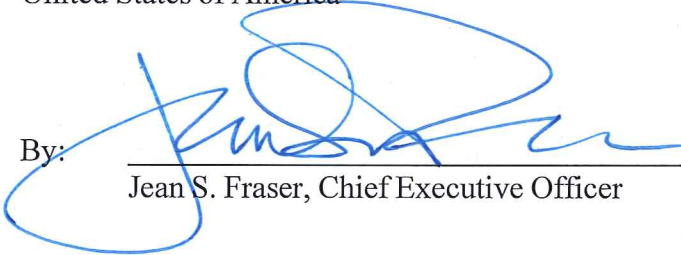
19. **Counterparts**

This Agreement shall be executed in one or more counterparts, each of which shall be deemed an original, and will become effective and binding on each of the Parties at such time as all the signatories hereto have signed a counterpart of this Agreement. All counterparts so executed shall constitute one agreement binding on each of the Parties hereto.

Electronic copies of signatures may be used with the same force and effect as if they were executed originals.

IN WITNESS WHEREOF, the Trust, Caltrans, and SFCTA have duly executed this Agreement as of March 6, 2018.

PRESIDIO TRUST, a wholly-owned government corporation of the United States of America

By: 
Jean S. Fraser, Chief Executive Officer

STATE OF CALIFORNIA,
Department of Transportation

By: _____
Name: _____
Title: _____

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

By: _____
Name: Tilly Chang
Title: Executive Director

Exhibits:

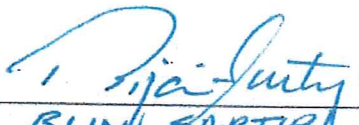
- Exhibit A – Seventeenth ROE Amendment
- Exhibit B – Caltrans Work
- Exhibit C – Trust Environmental Commitments
- Exhibit D – Highway Easement Deed
- Exhibit E – Quitclaim Deed
- Exhibit F – Map of Suspense Area, Non-Suspense Area, and QMR Area
- Exhibit G – Amended and Restated Highway Easement Deed

IN WITNESS WHEREOF, the Trust, Caltrans, and SFCTA have duly executed this Agreement as of March 6, 2018.

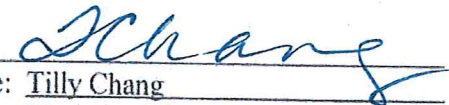
PRESIDIO TRUST, a wholly-owned government corporation of the United States of America

By: _____
Jean S. Fraser, Chief Executive Officer

STATE OF CALIFORNIA,
Department of Transportation

By: 
Name: BIJAN SARTIPI
Title: DISTRICT DIRECTOR

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

By: 
Name: Tilly Chang
Title: Executive Director

Exhibits:

- Exhibit A – Seventeenth ROE Amendment
- Exhibit B – Caltrans Work
- Exhibit C – Trust Environmental Commitments
- Exhibit D – Highway Easement Deed
- Exhibit E – Quitclaim Deed
- Exhibit F – Map of Suspense Area, Non-Suspense Area, and QMR Area
- Exhibit G – Amended and Restated Highway Easement Deed

EXHIBIT A**SEVENTEENTH AMENDMENT TO RIGHT OF ENTRY AGREEMENT**

THIS SEVENTEENTH AMENDMENT TO RIGHT OF ENTRY AGREEMENT (the "Seventeenth Amendment") is made and entered into as _____, 2018, by and among the **PRESIDIO TRUST**, a wholly-owned government corporation of the United States of America (the "Trust"), the **STATE OF CALIFORNIA**, acting by and through its Department of Transportation ("State"), and the **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY** ("SFCTA"). Each of State and SFCTA is individually and collectively "Project Agency" herein. Each of the Trust, State and SFCTA is occasionally hereinafter referred to individually as "party" and collectively as "parties."

Whereas, the parties entered that certain AGREEMENT AMONG THE PRESIDIO TRUST AND THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION AND THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY FOR ENTRY ON TO REAL PROPERTY NEEDED FOR THE CONSTRUCTION OF THE SOUTH ACCESS TO THE GOLDEN GATE BRIDGE, DOYLE DRIVE REPLACEMENT PROJECT (the "Project") IN SAN FRANCISCO, as of July 16, 2009 (as amended, collectively, the "Right of Entry Agreement").

And whereas, the Right of Entry Agreement currently expires on March 6, 2018.

Now therefore, the parties agree that the term of the Right of Entry Agreement is extended, subject to the terms of that certain Settlement Agreement, dated as of _____, 2018 (the "Settlement Agreement"), until payment to the Trust of the Initial Settlement Amount (as defined in the Settlement Agreement) has occurred and the Highway Easement Deed (as defined in the Settlement Agreement) has been executed and recorded in accordance with the terms of the Settlement Agreement.

In witness whereof, the Trust, State, and SFCTA have duly executed this Seventeenth Amendment as of the date first set forth above.

PRESIDIO TRUST, a wholly-owned government corporation of the United States of America

By: _____
Jean S. Fraser, Chief Executive Officer

STATE OF CALIFORNIA,
Department of Transportation

By: _____
Name: _____
Title: _____

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

By: _____
Name: _____
Title: _____

Exhibit B**(Work to be performed by
Caltrans/DBJV)**

Caltrans Work means, collectively, all of the following items:

Well Abandonment
Girard Road North (Median Fencing Only)
Halleck Street North and South
Edie Road (Remove STP Parking Lot by Girard)
McDowell Avenue (Drainage Work)
Load Lightening NB Battery Tunnel
Tunnel and Tunnel Top Drainage Systems
Substation and Substation Roof Drainage Systems
TCE Fencing around Suspense Area, Battery Tunnel Tops Area, and throughout the Project corridor (per Par. 3c)
TCE Fencing around Battery Tunnel Tops Area
Environmental Compliance and Monitoring during FKJV Construction
Cultural Resources Compliance during FKJV Construction
Guardrail at Battery Substation
Construction Access Road Removal
Landscape: Department POC Work Coordinated with Future Trust POC Requirements
Install Drainage System 55
Construct Gorgas Parking Lot
Construct PFA Parking Lot
Complete Slope Work at Doyle Ramp by PFA Lot (to subgrade, except as needed to install access control fencing) with exceptions noted in Attachment B-2b.
Construct Mason Parking Lot
Construct South Halleck Street (NE Corner Handicapped Access)
Re-establish Gas Service Bldg. 201, 227, 228 and 229
Storm Drain 19
Repoint Masonry at Bldg 228
Storm Drain 23/24/56/57 (portion to be completed)
Construct Substation Access and Parking
Sewer System 9/10 & Waterline (Substation)
Substation Utilities
Construct Sports Basement Parking Lot
Storm Drain 32
Abandon Waterline at SBBT
Storm Drain 40/42
BMPS 2,3 AND 9

BMP'S 1, 4, 5,6,7 AND 10
HS Work around DS 38,40 AND 42
Realign McDowell Road / Cobble Repair / Sidewalks / Misc.
Cavalry Bowl East and West Excavation to HS Subgrade
Battery Tunnel Lightweight
Halleck Embankment and Main Post Bluff-General Fill Only
Halleck Embankment and Main Post Bluff Settlement Monitoring as Required
PFA and Lot C & D (SP 292) - Remove Unwanted Stockpiles- Trust to identify stockpiles
Landscaping in Dept ROW with exceptions noted in EXHIBIT F
Landscaping in Parking Lots and BMPs with exceptions noted in EXHIBIT F
Return QMR Grade to Pre-Existing Grade Except for Areas around Isolation Casings subject to soils matrix and pursuant to DTSC requirements
Waterproofing Repairs to MPT
Cavalry Bowl Horse Dip Excavation to Original Grade and Soil Disposal
Place Horticultural Soil in Parking Lot Planters
Complete Misc. Paving and Grading behind Gorgas Warehouses
Complete All Permanent Access Control except the future wood fence at North Fort Scott (all per Par. 3c)
SWPPP for Department Selected Areas and Stockpiles
Hort Soil at Girard Median and Bldg. 201
Project Construction Punch List

[SEE NEXT PAGE FOR ATTACHMENT B-2b.]

Exhibit C
(Trust's Environmental Commitments)

Exhibit D
(Highway Easement Deed)

Exhibit E
(Quitclaim Deed)

Exhibit F

(Map of Suspense Area, Non-Suspense Area, and QMR Area)

Exhibit G

(Amended and Restated Highway Easement Deed)

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

FY of Allocation Action: 2017/18

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Golden Gate Bridge South Access (Doyle Drive): (EP-24)

Prop K EP Line Number (Primary): 24 Current Prop K Request: \$ 2,000,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 02

REQUEST

Brief Project Description (type below)

Financial contribution to enable the Presidio Trust to pursue its vision for landscaping the portion of the Presidio Parkway located within the national park.

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

See attached.

Project Location (type below)

US-101 on the approach to the Golden Gate Bridge within the Presidio of San Francisco.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP Amount: \$ 2,000,000 Prop AA Strategic Plan Amount: _____

SCOPE

Background

The Presidio Parkway (Doyle Drive Phase 2) project is a unique private public partnership between Caltrans and the concessionaire Golden Link Concessionaire (GLC), which is building the project and will operate and maintain it for several decades. The Transportation Authority is a funding partner and previously led the planning and environmental stages of the project. In September 2015, the project was substantially completed and opened to traffic. In August 2016, the California Transportation Commission approved a settlement agreement between Caltrans and GLC, which included reducing the scope of work to be performed by GLC in the areas of landscaping and some civil works. Caltrans anticipated that the scope of work from which GLC was being relieved could be delivered more cost-effectively by the Presidio Trust, given the Presidio Trust is the landowner and better able to coordinate the landscaping with its own Parklands project above the parkway tunnel tops.

Negotiations and Settlement

Over the past year, Caltrans, and the Transportation Authority have been actively working with the Trust to determine the detail and scope of the remaining Presidio Parkway project obligations and negotiating the transfer of remaining work to the Trust. Caltrans also wanted to secure its property rights for the parkway within the Trust lands so that GLC could operate and maintain the facility over the period of the concession.

Ultimately, the parties have opted to proceed with the transfer of landscaping scope to the Trust with a financial contribution from Caltrans, the Metropolitan Transportation Commission and SFCTA which will allow the Presidio Trust to pursue their vision for the area, while enabling Caltrans to ensure delivery of the project and secure property rights for the duration of the GLC concession.

The Proposed Settlement requires a \$37 million contribution from the state, with \$2 million provided by the San Francisco County Transportation Authority and \$15 million from the Metropolitan Transportation Commission for a total of \$54 million. While Caltrans will finish the remaining non-landscaping work through GLC, the Trust will be responsible for delivering the landscaping and mitigation work that was relieved from GLC, including some environmental commitments outlined in the FEIS/EIR. The settlement agreement also provides for Caltrans obtain property rights adjacent to the parkway facility for the duration of the GLC concession.

The requested appropriation is conditioned on all parties approving and signing the Settlement Agreement. The California Transportation Commission approved the terms of the Settlement Agreement on March 22, 2018 and MTC is scheduled to consider approval of its contribution later this month.

Completion of the field work by GLC is anticipated by June 2018 after which the Presidio Trust will deliver the remaining landscaping and its own Parklands project.

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

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

ENVIRONMENTAL CLEARANCE

Environmental Type: EIR/EIS

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2003	Jan-Mar	2003
Environmental Studies (PA&ED)	Jan-Mar	2003	Oct-Dec	2008
Right-of-Way	Jan-Mar	2009	Oct-Dec	2009
Design Engineering (PS&E)	Jan-Mar	2009	Oct-Dec	2009
Advertise Construction	Oct-Dec	2009		
Start Construction (e.g. Award Contract)	Oct-Dec	2009		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2015
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

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

Caltrans work complete; premises returned to Presidio Trust - May 31, 2018

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

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
Prop AA	\$ -	\$ -	\$ -	\$ -
MTC	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
Caltrans	\$ -	\$ -	\$ 37,000,000	\$ 37,000,000
Total:	\$ 15,000,000	\$ 2,000,000	\$ 37,000,000	\$ 54,000,000

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)		\$ -		
Right-of-Way		\$ -		
Design Engineering (PS&E)		\$ -	\$ -	
Construction (CON)	\$ 54,000,000	\$ 2,000,000	\$ -	Negotiated Settlement Agreement
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 54,000,000	\$ 2,000,000	\$ -	

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

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

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

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

Budget:

\$54 million is the negotiated Settlement Amount (i.e., funding obligation) that Caltrans, MTC, and SFCTA collectively will provide to the Presidio Trust for landscape work and applicable environmental obligations.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/30/2018 Res. No: _____ Res. Date: _____

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 2,000,000	Construction (CON)
	Total:	\$ 2,000,000	

Total Prop K Funds: \$ 2,000,000 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 3/31/2019 Eligible expenses must be incurred prior to this date.

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. _____
2. _____
3. _____
4. _____

Special Conditions:

1. _____
2. _____
3. _____

Notes:

1. The terms and conditions of this appropriation shall be governed by the Settlement Agreement between Caltrans, the Transportation Authority, and the Presidio Trust for the subject project.
2. The appropriation is conditioned on all parties approving and signing the Settlement Agreement.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 3/30/2018 **Res. No:** _____ **Res. Date:** _____

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

Grant Recipient: San Francisco County Transportation Authority

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	96.30%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project CP
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority
SGA Project Number: _____ **Name:** Presidio Parkway - Landscaping/Settlement Agreement

Phase: _____ **Fund Share:** 3.70%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K		\$2,000,000				\$2,000,000

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 2,000,000

Current Prop AA Request: \$ -

Project Name: Presidio Parkway -Landscaping/Settlement Agreement

Grant Recipient: San Francisco County Transportation Authority

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

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Anna Harvey

Anna LaForte

Title: Senior Engineer

Deputy Director, Policy & Programming

Phone: 415-522-4813

415-522-4805

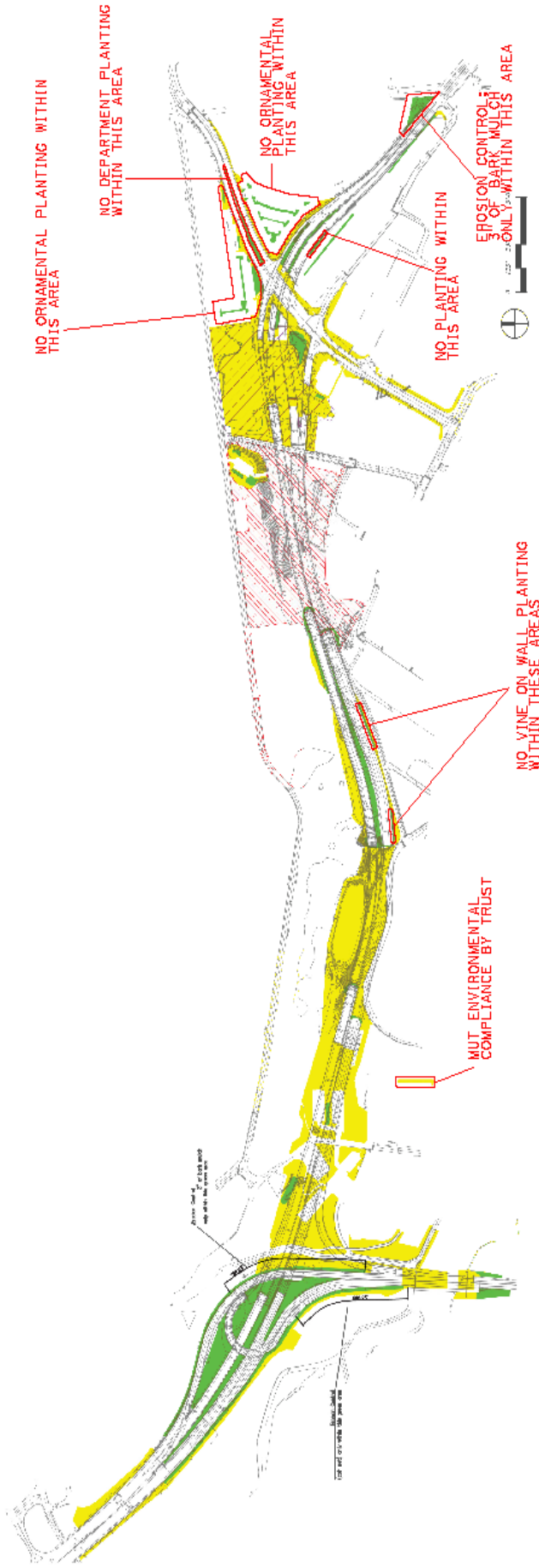
Email: anna.harvey@sfcta.org

anna.laforte@sfcta.org

MAPS AND DRAWINGS

Exhibit F

Settlement Communication – Subject to Rule 408 (and any similar rules and laws)



FERM1

AREA TO BE LANDSCAPED BY GLC/DBJV J.O.N.

"NON-SUSPENSE" AREA - DEPARTMENT RELIEVED OF LANDSCAPING WORK AND HORTICULTURAL SOIL WORK

"SUSPENSE" AREA - DEPARTMENT RELIEVED OF LANDSCAPING WORK AND HORTICULTURAL SOIL WORK

OWP AREA - DEPARTMENT RELIEVED OF LANDSCAPING WORK AND HORTICULTURAL SOIL WORK

JANUARY 19 , 2018



Memorandum

Date: March 30, 2018
To: Transportation Authority Board
From: Tilly Chang – Executive Director
Subject: Approval of Settlement Agreement and Appropriation of \$2,000,000 for Landscaping Work on the Presidio Parkway Public-Private Partnership Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Recommend approval of:</p> <ul style="list-style-type: none"> • A Settlement Agreement between Caltrans, San Francisco County Transportation Authority, and the Presidio Trust for the Presidio Trust to complete the remaining landscaping work within the national park. • Appropriation of \$2 million in Prop K funds as the Transportation Authority’s contribution to the cost of the remaining landscape work, as outlined in the Settlement Agreement. <p>SUMMARY</p> <p>Settlement negotiations between Caltrans, the Transportation Authority, and Presidio Trust have concluded and the California Transportation Commission approved the terms of the Settlement Agreement on March 22, 2018. Under the terms of the Agreement, the Transportation Authority must contribute \$2 million in Prop K funds to the \$54 million settlement for the Presidio Trust to deliver the project’s remaining landscape work.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The Presidio Parkway (Doyle Drive Phase 2) project is a unique private public partnership between Caltrans and the concessionaire Golden Link Concessionaire (GLC), which is building the project and will operate and maintain it for several decades. The Transportation Authority is a funding partner and previously led the planning and environmental stages of the project. In September 2015, the project was substantially completed and opened to traffic. In August 2016, the California Transportation Commission approved a settlement agreement between Caltrans and GLC, which included reducing the scope of work to be performed by GLC in the areas of landscaping and some civil works. Caltrans anticipated that the scope of work from which GLC was being relieved could be delivered more cost-effectively by the Presidio Trust, given the Presidio Trust is the landowner and

better able to coordinate the landscaping with its own Parklands project above the parkway tunnel tops.

Negotiations and Settlement.

Over the past year, Caltrans, and the Transportation Authority have been actively working with the Trust to determine the detail and scope of the remaining Presidio Parkway project obligations and negotiating the transfer of remaining work to the Trust. Caltrans also wanted to secure its property rights for the parkway within the Trust lands so that GLC could operate and maintain the facility over the period of the concession.

Ultimately, the parties have opted to proceed with the transfer of landscaping scope to the Trust with a financial contribution from Caltrans, the Metropolitan Transportation Commission and SFCTA which will allow the Presidio Trust to pursue their vision for the area, while enabling Caltrans to ensure delivery of the project and secure property rights for the duration of the GLC concession.

The Proposed Settlement requires a \$37 million contribution from the state, with \$2 million provided by the San Francisco County Transportation Authority and \$15 million from the Metropolitan Transportation Commission for a total of \$54 million. While Caltrans will finish the remaining non-landscaping work through GLC, the Trust will be responsible for delivering the landscaping and mitigation work that was relieved from GLC, including some environmental commitments outlined in the FEIS/EIR. The settlement agreement also provides for Caltrans obtain property rights adjacent to the parkway facility for the duration of the GLC concession.

The requested appropriation is conditioned on all parties approving and signing the Settlement Agreement. The California Transportation Commission approved the terms of the Settlement Agreement on March 22, 2018 and MTC is scheduled to consider approval of its contribution later this month.

Completion of the field work by GLC is anticipated by June 2018 after which the Presidio Trust will deliver the remaining landscaping and its own Parklands project.

FINANCIAL IMPACT

The recommended action would appropriate \$2,000,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds as required under the Settlement Agreement. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form. As noted by CTC staff at the Commissions March 22 meeting, this project is a separate project from the Phase 2 Presidio Parkway project, and thus is not subject to State Transportation Improvement Program (STIP) guidelines that would otherwise allow the state to take San Francisco's STIP formula funds to pay for cost overruns.

Sufficient funds are included in the approved FY 2017/18 budget and proposed FY 2017/18 budget amendment to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution schedule for those respective fiscal years.

CAC POSITION

The CAC will be briefed on this item at its April 25 meeting.

Agenda Item 11

SUPPLEMENTAL MATERIALS

Attachment 1 – Settlement Agreement

Attachment 2 – Prop K Allocation Request Form



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RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE COOPERATIVE AGREEMENT NO. 04-2647 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE U.S. 101/I-280 MANAGED LANES PROJECT IN A TOTAL AMOUNT NOT TO EXCEED \$227,000 AND TO NEGOTIATE AGREEMENT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

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

WHEREAS, The need for the study was identified in the 2013 San Francisco Transportation Plan, which forecasts a continued increase in demand for travel by San Francisco residents, visitors, and workers to and from Downtown and the Eastern Neighborhoods and the Peninsula and South Bay; and

WHEREAS, In December 2017, through Resolution 18-25, the Transportation Authority Board unanimously approved the appropriation of \$200,000 in Prop K sales tax funds to fund the next phase of the U.S. 101/I-280 Managed Lanes project, which will produce of the Project Study Report/Project Development Support (PSR/PDS) report as required by the California Department of Transportation (Caltrans) for projects that affect the state highway system; and

WHEREAS, In order to advance the project, Cooperative Agreement No. 04-2647 must be executed with Caltrans; and

WHEREAS, Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project; and

WHEREAS, The Transportation Authority is responsible for all project costs, including



preparation of the PSR/PDS report, and reimbursement to Caltrans for review and approval of the PSR/PDS; and

WHEREAS, Budget for services identified in this agreement will be provided by Prop K sales tax funds appropriated through Resolution 18-25, \$500,000 in Congestion Management Agency planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with San Mateo County Transportation Authority (SMCTA); and

WHEREAS, Sufficient funds for Fiscal Year 2017/18 project activities are included in the proposed Fiscal Year 2017/18 budget amendment and funds for next fiscal year will be reflected in that fiscal year's budget; and

WHEREAS, At its March 28, 2018 meeting, the Citizens Advisory Committee considered and adopted a motion of support for the staff recommendation to authorize the Executive Director to execute Cooperative Agreement No. 04-2647 with Caltrans for the U.S. 101/I-280 Managed Lanes project in a total amount not to exceed \$227,000; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute Cooperative Agreement No. 04-2647 with Caltrans for the U.S. 101/I-280 Managed Lanes project in a total amount not to exceed \$227,000; 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 on 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.



Memorandum

Date: March 28, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 4/10/18 Board Meeting: Authorize the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes in the County of San Francisco and part of San Mateo County in a Total Amount Not to Exceed \$227,000, and • Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions. <p>SUMMARY</p> <p>To address freeway congestion on the U.S. 101/I-280 corridor, the Transportation Authority is conducting a study to explore the feasibility of a carpool or express lane from the U.S. 101/I-380 interchange near San Francisco International Airport into Downtown San Francisco. The final report for this study will be released in May 2018. The next phase of work will establish the purpose and need and range of alternatives for the U.S. 101/I-280 Managed Lanes project and produce the Project Initiation Document (PID) or Project Study Report/Project Development Support Report (PSR/PDS) as required by the California Department of Transportation, also known as Caltrans, for projects that affect the State Highway System. In order to advance the project, Cooperative Agreement 04-2647 must be executed with Caltrans. The agreement defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Through the agreement, Caltrans is requesting reimbursement in an amount not to exceed \$227,000 for work associated with this agreement.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION**Background.**

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

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

An update on preliminary results and ongoing outreach for FCMS is provided in a separate agenda item for this same meeting. We anticipate seeking Board approval of the final report for FCMS this spring. Caltrans approval is required for the next phase of project work and for implementation of any modifications to the State Highway System.

Cooperative Agreement No. 04-2647.

The overall project budget for the next phase of work in which we will prepare the PSR/PDS, is \$1,450,000. We have secured full funding for this phase including \$200,000 from a Prop K appropriation approved in December 2017, through Resolution 18-25; \$500,000 in CMA planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with San Mateo County Transportation Authority (SMCTA).

Our initial schedule anticipates completion of the project development phase, including Caltrans review and a signed PSR/PDS by all parties, by January 2019.

Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. Caltrans responsibilities include review and approval of the PSR/PDS prepared by the Transportation Authority, provision of relevant Caltrans proprietary data and maps for the project area to the Transportation Authority, participation in project development team meetings, and provision of independent quality insurance of the work performed by the Transportation Authority and its consultants. The culmination of this phase of work will be approval of the PSR/PDS and hence approval to move into the environmental clearance phase.

The Transportation Authority is responsible for preparation of the PSR/PDS, and reimbursement to Caltrans. Project costs will be shared between the Transportation Authority and SMCTA. The latter is covering the costs associated with the portion of the project that is in San Mateo county extending from the U.S. 101/I-380 interchange near San Francisco International Airport to the San Francisco county line.

Caltrans staff have reviewed the project description and evaluated the expected level of effort.

FINANCIAL IMPACT

Budget for services identified in this agreement will be provided for by Prop K sales tax funds, federal CMA planning funds and Measure A sales tax funds from SMCTA. Amounts corresponding to this

Agenda Item 12

year's anticipated expenditures are included in the Transportation Authority's proposed Fiscal Year 2017/18 Budget Amendment.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

None.

Memorandum

Date: March 23, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 4/10/18 Board Meeting: San Francisco Freeway Corridor Management Study Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, we are conducting a study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Preliminary results indicate the feasibility of both a carpool lane and express lane alternative. Outreach with advocacy and community groups has helped refine the scope of additional analyses that will be required to advance these alternatives through the next stages of planning. We are seeking guidance from the Board and public and anticipate bringing the study back for board approval in late Spring2018.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

The San Francisco Freeway Corridor Management Study (FCMS or Study) is a high-level feasibility study and assessment of freeway management strategies for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The Study is focused on producing near and mid-term recommendations for implementation in the next five to ten years. The need for the Study was identified in the 2013 San Francisco Transportation Plan, which forecasts a continued increase in demand for travel by San Francisco residents, visitors, and workers to and from Downtown and the Eastern Neighborhoods and the Peninsula and South Bay. Introducing active management strategies to existing freeways can help move both current and future travelers in the corridor more reliably and efficiently. Recognizing this, the Board adopted the FCMS Phase 1 report in January of 2015. Phase 1 established the study’s purpose and need and goals framework centering on the need for increased person-throughput and reliability, while utilizing the existing right of way and minimizing impacts to local communities. The Phase 1 report also identified a range of strategies for performance-based assessment in Phase 2.

Carpool lanes are already in operation on US 101 from Morgan Hill to Redwood City, covering about 42 miles along the Peninsula, primarily in Santa Clara County. Caltrans and San Mateo County are currently in the environmental assessment phase of a project to extend managed lanes on US 101 from

Redwood City to the I-380/US 101 interchange, approximately 14 miles. We are collaborating with the San Mateo City and County Association of Governments (C/CAG) and the San Mateo County Transportation Authority (SMCTA) to study managed lanes north of I-380 on US 101 in San Mateo county and into San Francisco and have recently participated in the 3-county Caltrans corridor study for the US 101 corridor from Santa Clara to San Francisco. We last brought an update on our San Francisco segment (FCMS Phase 2) planning work in December 2017, focusing on potential physical and operational alternatives to improve corridor conditions. This month, we are presenting results of the preliminary operational analysis and outreach efforts we have undertaken to date.

Alternatives.

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

The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and has determined that one potential feasible configuration could entail the features described below:

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

Attachment 1 includes a lane diagram figure illustrating this concept.

Initial Operational Analysis and Preliminary Results.

The configuration detailed above was analyzed at a high level for performance across four potential operational policies in the near term (2020):

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (EL3+).

The analysis was performed by determining the demand for travel across all modes and routes in each scenario in the Transportation Authority's travel demand model, SF-CHAMP, and then applying these demands to a high-level, morning and evening peak hour traffic model. This analysis provided information about travel times and delays for both carpool/Express Lane users and non-users, estimates of the change in number of people moved through the corridor, and city/area-wide metrics like overall vehicle miles traveled and air quality impacts.

Preliminary results of the operational analysis indicate technical feasibility of the proposed lane configuration (based on overall person throughput of the facility and level of delay to vehicles in general purpose lanes) under at least two of the three evaluated operational policies, HOV2+ and EL3+. In 2020, all operational policies result in free-flow conditions in the carpool or express lane, representing a time savings over the 2020 no-build configuration of about four to nine minutes, depending on time of day and direction. In the general purpose lanes, compared to the no-build configuration:

- HOV2+ increases delay to general purpose lane users by about two to three minutes in both the morning and evening in all directions except northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets increases by between 600 to 1900 travelers, depending on direction and time of day, an increase of 13% to 43%.
- HOV3+ increases delay to general purpose lane users by about six to 14 minutes in both the morning and evening in all directions except Northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets decreases in some times and directions as a result of significant new congestion, by between 500 and 1100 fewer travelers, or a reduction in 5% to 12%, while in other times person throughput increases by between 200 to 1600 travelers, an increase of 7% to 33%.
- EL3+ increases delay to general purpose lane users by about two to four minutes in the northbound direction in the evening and southbound direction in the morning, while saving general purpose lane users about three minutes in the northbound direction in the morning and the southbound direction in the evening. Person throughput at Harney and Mariposa Streets increases by between 100 to 2200 travelers, depending on direction and time of day, an increase of 2% to 43%.

These results indicate that both HOV2+ and EL3+ could advance the goals of this study and warrant more detailed evaluation. HOV3+ creates substantial additional congestion in the corridor, reduces person throughput, and should be dropped from further study.

Outreach.

The study team has met with numerous community, advocacy, and business groups to introduce and hear feedback on the concept of a freeway management strategy in San Francisco, including the potential for Express Lanes. These meetings are summarized in Attachment 2. Feedback from outreach to date has been generally neutral to positive, with most participants agreeing with the need for and goals of the study. Many people had specific questions about the proposed physical configuration and some expressed early support or skepticism. Nearly all emphasized the importance of questions of equity and transparency: which travelers would benefit from this project, who would pay, and how would money be spent in any express lane alternative.

For the remainder of 2018, the study team will reach out to further introduce the study, its goals, and its initial findings. The audience for this effort includes community groups, merchants, residents, and likely users of the freeway, with a focus on those who work or live close to the freeways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow, including gaining an understanding of what is of most importance to the various stakeholders.

Next Steps.

The FMCS is a feasibility study intended to provide a high-level investigation into the viability and desirability of a freeway management concept. The complete study, including a full analysis of the proposals outlined and preliminarily analyzed here, will be presented to the Board in late spring following additional public outreach. The next phase of analysis, jointly funded by the Transportation Authority and San Mateo County, will be the project scoping phase under the Caltrans project development process with the Project Initiation Document as the deliverable, and will take approximately 12 months. The approval of a cooperative agreement between the Transportation Authority and Caltrans to begin this next phase of the study is included as a separate agenda item.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC was briefed on the preliminary results at its March 28, 2018 meeting.

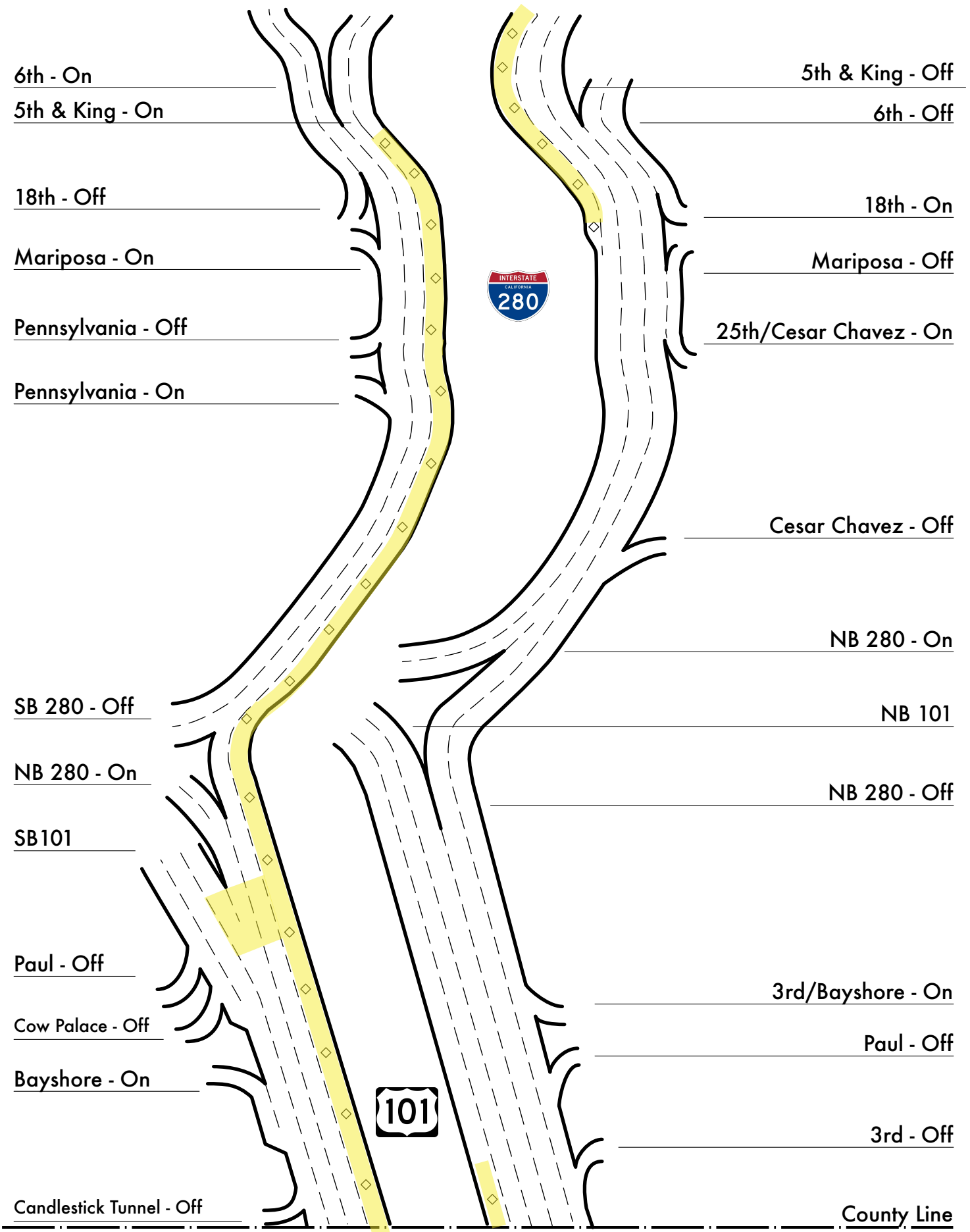
SUPPLEMENTAL MATERIALS

Attachment 1 – Conceptual Lane Diagram

Attachment 2 – Outreach Summary

Southbound

Northbound



Attachment 2
 Freeway Corridor Management Study - Outreach Summary

<u>Community Contacts</u>
Organization
API Council
Bayview - Hunter's Point CAC (Full Meeting)
Bernal Heights Neighborhood Center
Chinatown Community Development Center
Chinatown TRIP
Mission Bay CAC
New Mission Terrace Association
Portola Neighborhood Association
Potrero Hill Boosters
Si Se Puede
South Beach, Rincon, Mission Bay Neighborhood Assoc (Full Meeting)
Southeast Community Facility
TJPA CAC
<u>Citywide Contacts & Advocacy Groups</u>
Organization
SF BOMA
Bay Area Council
SF Chamber of Commerce
SF Bicycle Coalition
SF Transit Riders
SPUR
TransForm
Urban Habitat
WalkSF

RESOLUTION APPROVING THE 2019 PROP K STRATEGIC PLAN AND 5-YEAR
PRIORITIZATION PROGRAM UPDATE APPROACH AND DESIGNATING LEAD
AGENCIES FOR 5YPP DEVELOPMENT

WHEREAS, In November 2003, San Francisco voters approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan; and

WHEREAS, The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds, but does not specify in which years of the 30-year program projects will receive funds, nor does it detail specific projects for funding in programmatic categories; and

WHEREAS, The Expenditure Plan requires development of a Strategic Plan to guide the implementation of the sales tax program, and for each of the 21 programmatic categories (see Attachment 1), development of a 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds; and

WHEREAS, The Strategic Plan is the financial tool that reconciles the timing of expected Proposition K revenues with the schedule for when project sponsors need those revenues in order to deliver projects, and sets policy for the administration of the program to ensure prudent stewardship of the funds; and

WHEREAS, The Strategic Plan is informed by the 5YPPs, which identify the projects to be funded by Prop K in each of the 21 programmatic categories over a five-year period; and



WHEREAS, The 5YPPs are a key tool to support transparency and accountability, and each contains a number of required elements such as a project prioritization methodology and a five-year program or list of projects with scope, schedule, cost and full funding information for projects proposed for Prop K funding; and

WHEREAS, The Strategic Plan and 5YPP update process is a significant effort undertaken approximately every 5 years, with the most recent update occurring in 2013; and

WHEREAS, Attachment 2 details the preliminary schedule for the 2019 Prop K Strategic Plan and 5YPP update; and

WHEREAS, The proposed outreach approach for the 2019 Strategic Plan and 5YPP update has two goals: 1). Allow the Board, the public, and project sponsors the opportunity to identify and provide input on the projects that will get funded with Prop K funds over the five-year period starting July 1, 2019, and 2). Increase awareness of the Prop K transportation sales tax program; and

WHEREAS, Attachment 3 details the preliminary approach for outreach, which is organized into three rounds of outreach and lists strategies to target the relevant audiences for this effort; and

WHEREAS, The 2019 5YPPs will cover Fiscal Years 2019/20 through 2023/24; and

WHEREAS, Development of the Strategic Plan and associated 5YPP updates is an iterative process requiring extensive communication between the Transportation Authority and project sponsors to find a balance between the availability of funds and project delivery to support timely and effective delivery of the Expenditure Plan, examining policy, analyzing agency capabilities to deliver projects consistent with the schedules and costs proposed, and maximizing fund leveraging opportunities without which the Expenditure Plan program of projects cannot be delivered; and

WHEREAS, As required by the Expenditure Plan, the Transportation Authority Board designates the lead agency for development of each of the 5YPPs choosing from one of the eligible sponsors for the relevant programmatic category; and

WHEREAS, The lead agency acts as a coordinator or convener for development of the 5YPP, working in close collaboration with Transportation Authority and other project sponsor staff eligible for Prop K funds in the category, as well as any other interested agencies; and

WHEREAS, After consulting with eligible Prop K project sponsors, Transportation Authority staff recommended designating lead agencies for development of 5YPPS for each of the 21 programmatic categories as detailed in Attachment 1; and

WHEREAS, At its March 28, 2018 meeting, the Citizens Advisory Committee (CAC) was briefed on the 2019 Prop K Strategic Plan and 5YPP update approach and on the proposed lead agencies for the 5YPPs, and the CAC unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority approves the 2019 Prop K Strategic Plan and 5YPP update approach; and be it further

RESOLVED, That the Transportation Authority approves the lead agency designations for the 2019 Prop K 5YPP updates as shown in Attachment 1; and be it further

RESOLVED, That the Executive Director shall communicate this information to the appropriate parties.

Attachments (3):

1. Proposed Lead Agencies for Each 5YPP
2. 2019 Prop K Strategic Plan/5YPP Update Proposed Schedule
3. 2019 Prop K Strategic Plan/5YPP Proposed Outreach Approach

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
Expenditure Plan Programmatic Categories Requiring a 5YPP

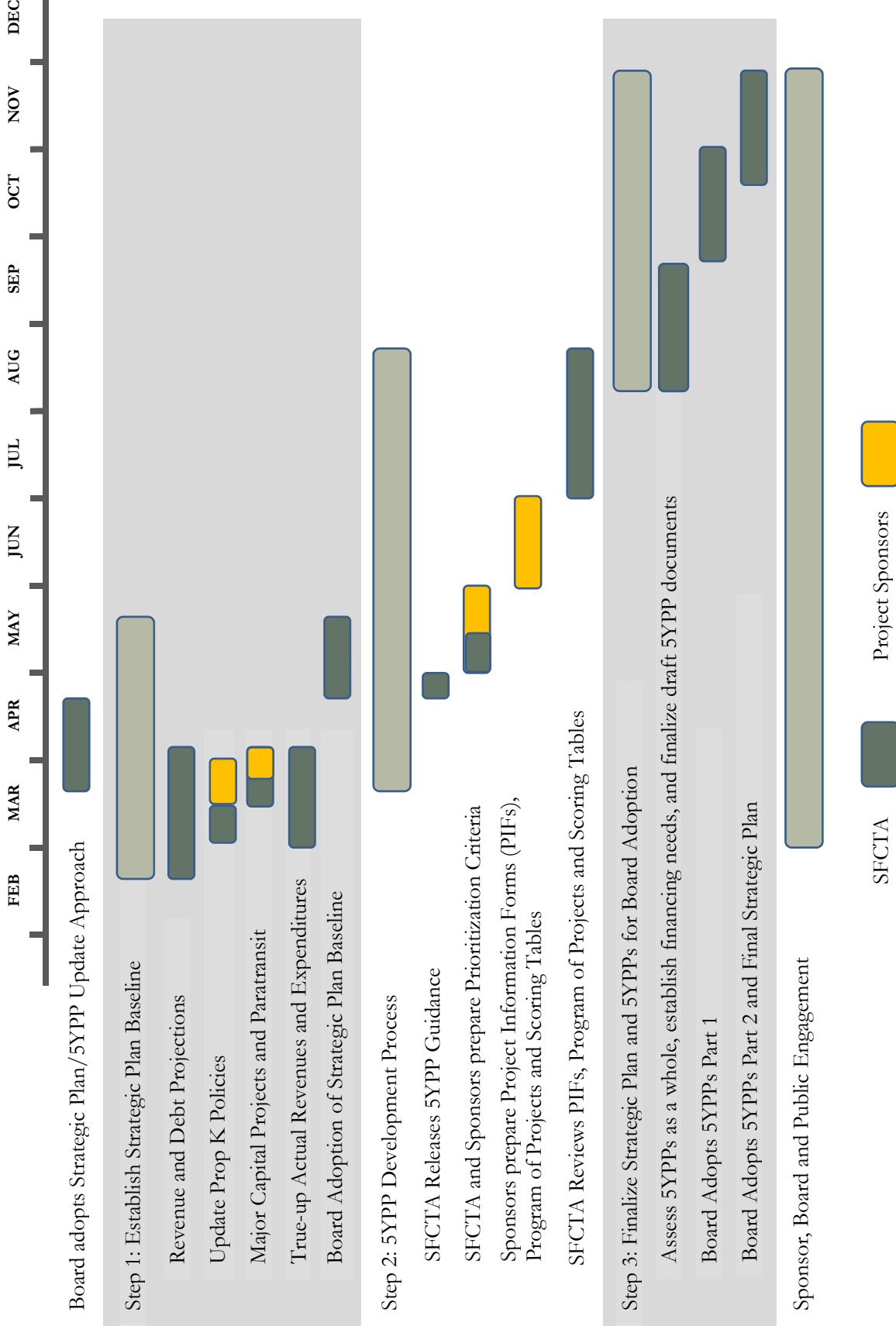


EP ¹ No.	Category	Eligible Project Sponsors ¹ (Agencies in bold are proposed 5YPP leads ²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	PORT , GGBHTD
10	Transit Enhancements	SFMTA , BART, SFPW, PCJPB
17	New and Renovated Vehicles	SFMTA , BART, PCJPB
20	Rehabilitate/Upgrade Existing Facilities	SFMTA , BART, PCJPB
22	Guideways	SFMTA , BART, PCJPB
26	New and Upgraded Streets	SFCTA , Caltrans, SFPW, PCJPB, PORT, SFMTA
31	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33	Signals and Signs	SFMTA
34	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37	Pedestrian and Bicycle Facility Maintenance	SFPW , SFMTA
38	Traffic Calming	SFMTA , SFPW
39	Bicycle Circulation/Safety	SFMTA , BART, SFPW, PCJPB
40	Pedestrian Circulation/Safety	SFMTA , BART, SFPW, PCJPB
41	Curb Ramps	SFPW , SFMTA
42	Tree Planting and Maintenance	SFPW
43	Transportation Demand Management/Parking Management	SFCTA , CAO (formerly DAS), Planning, SFE, SFMTA
44	Transportation/Land Use Coordination	SFCTA , BART, SFPW, PCJPB, Planning, SFMTA

¹ Acronyms include: EP (Expenditure Plan category), BART (Bay Area Rapid Transit District), Caltrans (California Department of Transportation), CAO (City Administrator's Office, formerly Department of Administrative Services), SFPW (Department of Public Works), GGBHTD (Golden Gate Bridge, Highway & Transportation District), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), Planning (Planning Department), SFCTA (San Francisco County Transportation Authority), SFE (Department of the Environment), SFMTA (San Francisco Municipal Transportation Agency), and TJPA (Transbay Joint Powers Authority).

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholder. It does not confer veto power.

2019 Prop K Strategic Plan/5YPP Update
Proposed Schedule



Attachment 3
2019 Prop K Strategic Plan/ 5-Year Prioritization Program Update
Proposed Outreach Approach

Goals:

- Allow the Board, the public, and project sponsors the opportunity to identify and provide input on the projects that will get funded with Prop K transportation sales tax funds over the five-year period starting July 1, 2019.
- Increase awareness of the Prop K transportation sales tax program.

Overall Outreach Approach:

Development of the 2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) update is anticipated to occur over a ten-month period from March to December 2018. Outreach will occur throughout the next ten-months and will focus on three main audiences: the Board, the public, and project sponsors. Our proposed outreach approach includes three rounds or phases of outreach, which are described below. This is followed by a list of proposed outreach strategies that will be used to engage the target audiences.

Round 1: March - June 2018

- Purpose:
 - Educate the Board, public, and stakeholders about the Prop K transportation sales tax program (e.g. what is it? what projects has Prop K funded in the past?).
 - Provide input to the Transportation Authority and project sponsors on the projects to be funded by Prop K. Input will be sought from the Board, public, project sponsors, and other interested stakeholders.

Round 2: August - October 2018

- Purpose: Present the projects proposed for Prop K funding to the Board and the public to ensure that public input has been appropriately incorporated.

Round 3: October – November 2018

- Purpose: Present the draft final 5YPPs and Strategic Plan for approval.

Potential Outreach Strategies:

Outreach meetings will be conducted in Spanish and Chinese, as appropriate, and key outreach materials will be translated, as well.

- Transportation Authority's website, e-newsletter (The Messenger), and social media (e.g. Next Door, Twitter, Facebook)
- Online slide deck in multiple languages
- Transportation Authority Technical Working Group monthly meetings
- District newsletters from the Commissioner's Offices
- Board briefings

Attachment 3
2019 Prop K Strategic Plan/ 5-Year Prioritization Program Update
Proposed Outreach Approach

- Transportation Authority Board and Committee meetings, and Citizen Advisory Committee meetings
- Participation in public meetings for other Transportation Authority projects
- Participating in District events, such as Town Halls
- Targeted outreach to Communities of Concern through community-based organizations, which may include but are not limited to:
 - APA Family Support Services
 - APRI San Francisco
 - Chinatown Community Development Center
 - Coleman Advocates
 - District 11 Council
 - Mission Economic Development Agency
 - South of Market Community Action Network
 - Tenderloin Neighborhood Development Center
- Stakeholders meetings, which may include but are not limited to:
 - Bicycle Advisory Committee
 - Pedestrian Safety Advisory Committee
 - San Francisco Bicycle Coalition
 - SF Transit Riders
 - SFMTA Citizens Advisory Committee
 - SPUR
 - Vision Zero Coalition
 - Walk San Francisco

Memorandum

Date: March 22, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 04/24/18 Board Meeting: Approve the 2019 Prop K Strategic Plan/5-Year Prioritization Program Update Approach

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Recommend approval of the 2019 Prop K Strategic Plan/5-Year Prioritization Program (5YPP) Update overall approach, including preliminary schedule and outreach approach. • Designate lead agencies for 5YPP development. <p>SUMMARY</p> <p>The Prop K Expenditure Plan requires that the Transportation Authority adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Prop K Strategic Plan, last updated in 2014, sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The Strategic Plan is informed by the 5YPPs, which identify the projects to be funded by Prop K over a five-year period. Board adoption of the 5YPPs is a prerequisite for allocation of funds from 21 Prop K programmatic categories such as traffic calming, street resurfacing, transit facilities, and bicycle safety. The 2019 5YPPs will cover the five-year period starting July 1, 2019. They will be developed by the eligible project sponsors for each category, with one sponsor designated by the Board as lead agency, and in collaboration with Transportation Authority staff. We are targeting adoption of the 2019 Strategic Plan and 5YPP update by November/December 2018.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also

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establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan calls for development and periodic update of a Strategic Plan and 5YPPs to guide the day to day implementation of the Prop K program.

We last updated the Strategic Plan and 5YPPs in 2014. We are currently in year four of the 2014 5YPPs, which identify projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19). Thus, we are rapidly ramping up activities to support the 2019 Strategic Plan and 5YPP update. We anticipate a 10-month development process. A description of the overall approach, and preliminary schedule and outreach strategy are provided below.

Prop K Strategic Plan Update.

The Strategic Plan includes three main elements: policies, revenues, and expenditures. In preparation for the 2019 Strategic Plan update we are working to establish a Strategic Plan baseline that we plan to present to the Board for adoption in May 2018. As part of the baseline, we will update the 2014 Strategic Plan policies for Board adoption. We do not expect major changes given that this is the third update and the policies have already been refined through prior efforts.

The baseline also serves as a “true up” that incorporates actual revenues and expenditures including financing costs since the 2014 update through Fiscal Year 2016/17, updated revenue projections through the end of the program in 2034, and updated debt assumptions based on our first bond issuance in 2017 and the proposed revolving credit facility (a separate item on this meeting agenda). The baseline will also update future Prop K funding and cash flow for the major capital projects and paratransit operations category which do not have the 5YPP requirement. The major capital projects that will be addressed in the Strategic Plan Baseline include the Central Subway, Caltrain Electrification, Doyle Drive Replacement and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal.

For each Expenditure Plan line item (e.g. project or programmatic category), the Strategic Plan baseline establishes how much unallocated Prop K funds are available by Fiscal Year through 2034, the last year of the Expenditure Plan. Adoption of the baseline allows us to initiate the 5YPP updates, described in the section below. As we work with sponsors to develop draft 5YPPs that identify the projects to be funded in the next five years along with their Prop K cash flow needs, we will make corresponding changes to the Strategic Plan baseline expenditures and financing assumptions. Then in fall 2018, the Board will be asked to concurrently adopt the final 2019 Strategic Plan and 5YPP updates.

5YPP Update.

Following Board adoption of the Strategic Plan Baseline, Transportation Authority staff will release final guidance to project sponsors to inform the 5YPP update process. Development of the Strategic Plan and 5YPPs is an iterative process requiring extensive communication between the Transportation Authority and eligible project sponsors to identify a set of proposed projects, schedules, and funding plans that support timely and effective implementation of the Expenditure Plan. Finding a balance between the availability of funds (Prop K and matching funds) and project delivery requires analyzing agency capabilities to delivery projects on the schedule and at the cost they have proposed, while

maximizing fund leveraging opportunities – without which the Expenditure Plan program of projects cannot be delivered.

The 5YPP requirement was added to the Prop K Expenditure Plan to allow the Prop K program to be strategic, coordinated, and transparent by letting the Board, public, and project sponsors know what to expect in the next five years. They are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. In short, the 5YPP development process is the key opportunity to provide input on what projects should be funded with Prop K in the next five years.

The 2019 5YPPs will cover Fiscal Years 2019/20 to 2023/24. In compliance with Expenditure Plan requirements, each 5YPPs will include: a prioritization methodology to rank projects within a category; a 5-year program or list of projects with information on scope, schedule, cost and funding (including non-Prop K funding); and performance measures. The 5YPPs also will include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds as compared to Expenditure Plan assumptions.

5YPP Lead Agencies.

As established in the Expenditure Plan, each 5YPP is developed by a lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. We have consulted with the Transportation Authority's Technical Working Group and are recommending that the Board designate the lead agencies for the 2019 5YPPs as shown in Attachment 1.

Schedule.

Attachment 2 provides a preliminary schedule of major milestones in the development and adoption of the 2019 Prop K Strategic Plan and 5YPPs. Schedule adherence relies on both Transportation Authority staff and project sponsors completing their work in a timely fashion. We are targeting completion of the update process by the end of calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

Outreach Approach.

There are two goals for outreach related to the 2019 Strategic Plan/5YPP Update. The first is to allow the Board, the public, and project sponsors the opportunity to identify and provide input on the projects that will get funded with Prop K funds over the five-year period starting July 1, 2019. The second is to increase awareness of the Prop K transportation sales tax program. Attachment 3 details the preliminary approach for outreach, which is organized into three rounds of outreach. It also lists a menu of strategies to target the relevant audiences for this effort (i.e., the Board, public, project sponsors and other interested stakeholders). We will work with Commissioner's Offices over the coming months to refine the strategies that will be employed.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted or proposed amended Fiscal Year 2017/18 budget associated with the recommendation action. However, the Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Both the Strategic Plan and the 5YPPs will program funds

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to specific projects by fiscal year; however, actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Lead Agencies for Each 5YPP

Attachment 2 – 2019 Prop K Strategic Plan/5YPP Update Proposed Schedule

Attachment 3 – 2019 Prop K Strategic Plan/5YPP Proposed Outreach Approach

Attachment 4 – 2019 Prop K Strategic Plan/5YPP Update Presentation

2019 Prop K Strategic Plan and 5-Year Prioritization Programs Update

Board
Agenda Item 14



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

April 10, 2018

2019 Prop K Strategic Plan/5YPP Update Presentation Overview



- ▶ **Overview of Prop K**
 - ▶ **Expenditure Plan**
 - ▶ **Strategic Plan**
 - ▶ **5-Year Prioritization Programs (5YPPs)**
- ▶ **Why is the Strategic Plan & 5YPP Update important?**
- ▶ **What is the process to update the Strategic Plan and 5YPPs?**
- ▶ **What is the schedule?**
- ▶ **What is the outreach strategy?**



Proposition K (Prop K)

What is it?

- ▶ **Approved by nearly 75% if San Francisco voters in 2003**
- ▶ **Extended ½ cent local transportation sales tax**
- ▶ **Approved a new 30-year Expenditure Plan, superseding Prop B (prior sales tax)**
- ▶ **Developed through first (2003) countywide transportation plan**
- ▶ **\$2.35 billion in sales tax funds to deliver \$12.9 billion (2003 \$'s) in transportation improvements**



Prop K Expenditure Plan What does it do?

- ▶ **Determines eligibility for Prop K funds – specific projects (e.g. Central Subway) and programs (e.g. traffic calming)**
- ▶ **Allows for financing to accelerate project delivery**
- ▶ **Sets caps for maximum amount of Prop K funds available to each category over 30 years**
- ▶ **Identifies eligible project sponsors**
- ▶ **Establishes other requirements (e.g. Strategic Plan, 5YPPs)**



**SAN FRANCISCO
PLANNING
DEPARTMENT**



SFMTA
Municipal Transportation Agency



TRANSBAY JOINT POWERS AUTHORITY



SF Environment

Our home. Our city. Our planet.
A Department of the City and County of San Francisco



Prop K Expenditure Plan 4 Major Categories of Projects



Streets & Traffic Safety 24.6%

- Bicycle and Pedestrian
- Street Resurfacing
- Signals and Signs
- Major Capital Projects

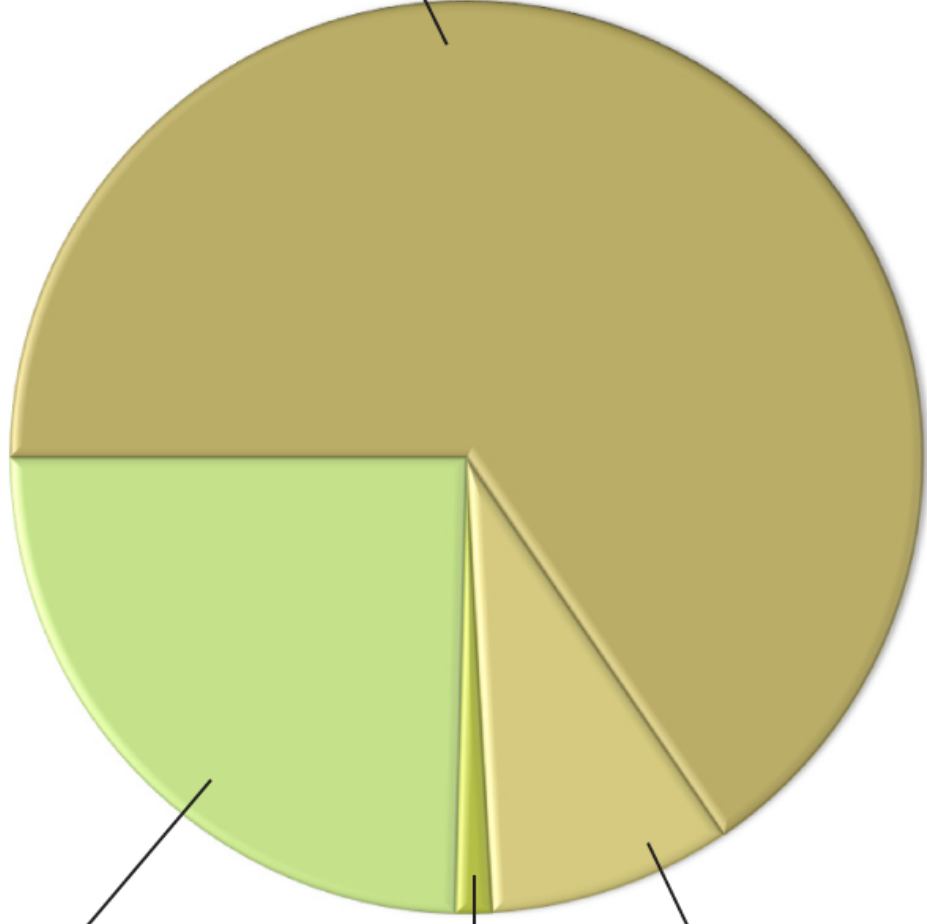
Strategic Initiatives 1.3%

- Parking Management
- Transportation / Land Use Coordination

Paratransit 8.6%

Transit 65.5%

- MUNI
- BART
- Caltrain
- Ferries



Prop K Strategic Plan

What is it?

- ▶ **Primary tool that guides the implementation of the 30-year Expenditure Plan**
- ▶ **Specifically, the Strategic Plan**
 - ▶ **Establishes policies for administration of program**
 - ▶ **Forecasts sales tax revenue over 30 years**
 - ▶ **Assigns Prop K funds to categories by fiscal year**
 - ▶ **Forecasts expenditures by fiscal year**
 - ▶ **Estimates financing needs**



Prop K 5YPPs

What is the purpose?

- ▶ **Establish 5-year program (or list) of projects**
 - ▶ Supports comprehensive funding strategy
- ▶ **Provide transparency for how projects are prioritized**
- ▶ **Encourage coordination across programs and sponsors**
- ▶ **Provide opportunities for public and Board input early in the project development process**



Prop K 5YPPs

Required for 21 Programmatic Categories



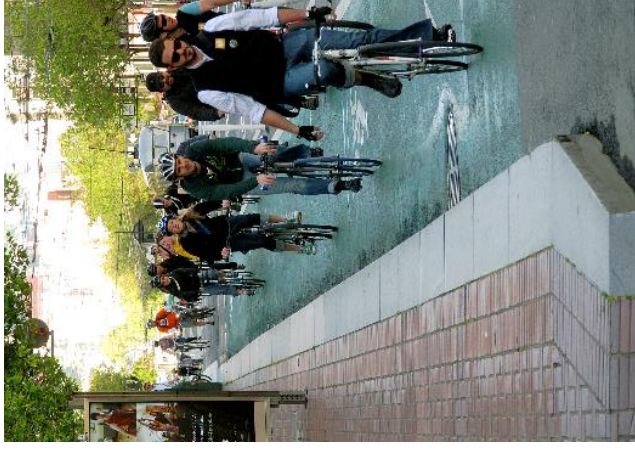
- BRT/TPS/MUNI Metro Network *
- Caltrain Capital Improvement Program
- BART Station Access, Safety, Capacity
- Ferry
- Transit Enhancements
- Vehicles
- Facilities
- Guideways
- New and Upgraded Streets
- New Signals and Signs
- SFgo: Advanced Tech and Info Systems

- Signals and Signs Maintenance and Renovation
- Street Resurfacing, Rehab and Maintenance
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Bicycle Circulation/Safety
- Pedestrian Circulation/Safety
- Curb Ramps
- Tree Planting and Maintenance
- Transportation Demand/Parking Management
- Transportation/Land Use Coordination

*BRT stands for Bus Rapid Transit. TPS stands for transit preferential streets.

Prop K 5YPPs Designated Elements

- ▶ **Each 5YPP includes:**
 - ▶ **Prioritization methodology**
 - ▶ **5-year program (or list) of projects with funding and cash flow by fiscal year**
 - ▶ **Project Information Forms with scope, schedule, cost, and funding**
 - ▶ **Performance measures**
 - ▶ **Project delivery status**

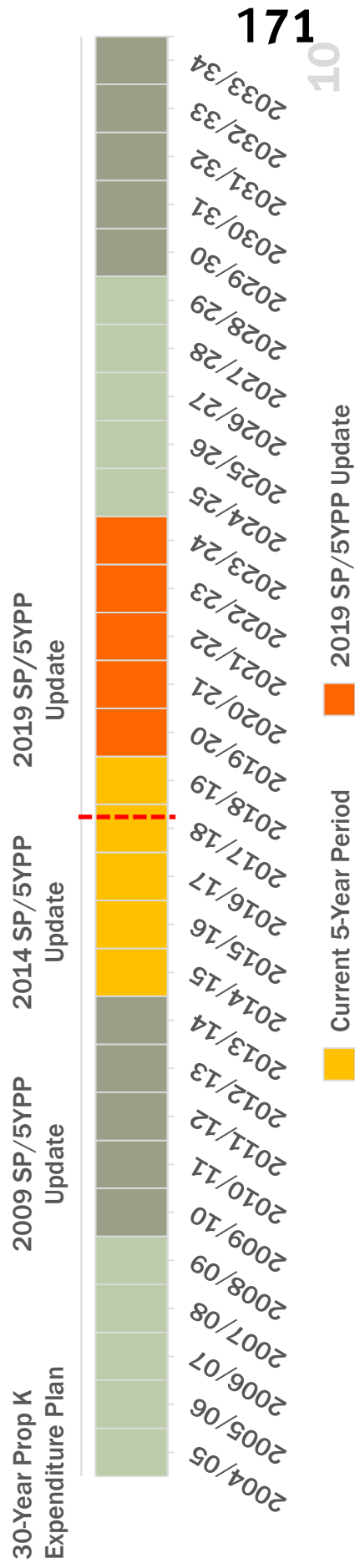


2019 Strategic Plan/5YPP Update

Why is it important? Why now?



- ▶ **Determines which projects will receive funding over next five years**
- ▶ **Respond to current context**
 - ▶ **Board interests, agency priorities, changing funding landscape**
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
 - ▶ **Board, sponsor, public engagement**
- ▶ **Needed now to program funds for 5-year period starting July 1, 2019**

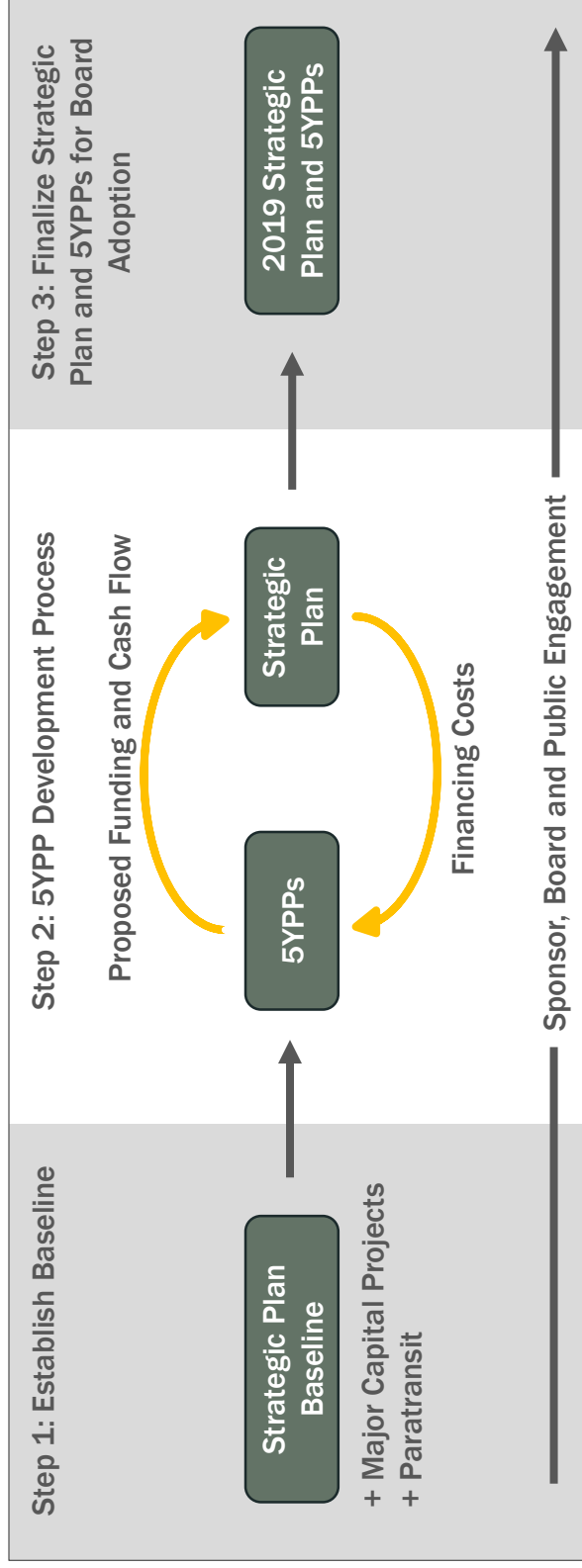


2019 Strategic Plan/5YPP Update

What is the process?



- ▶ **Iterative process requiring extensive communication between SFCTA and project sponsors**
- ▶ **Strategic Plan and 5YPPs evolve in parallel and are closely coordinated**



2019 Strategic Plan/5YPP Update

Step 1: Establish Strategic Plan Baseline

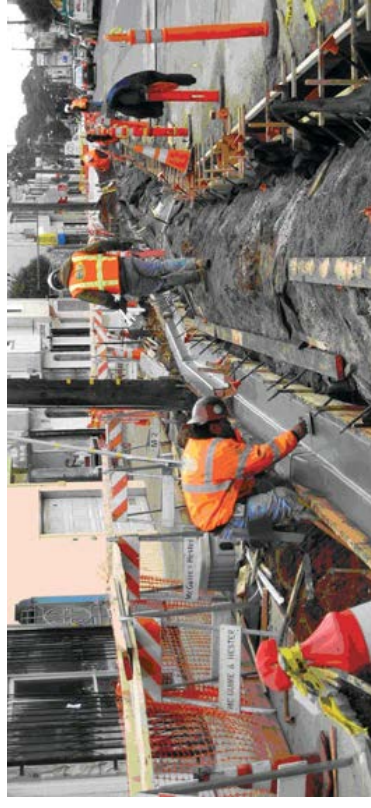
- ▶ For each Expenditure Plan category, Strategic Plan Baseline determines how much Prop K is available by fiscal year through 2034
- ▶ True-up to incorporate actual revenues and expenditures including financing costs since 2014 Strategic Plan update
- ▶ Update revenue projections and debt assumptions
- ▶ Update future funding and cash flow for Major Capital Projects and Paratransit (5YPPs are not required)
- ▶ Review and update Prop K policies
- ▶ Board adopts Strategic Plan Baseline



2019 Strategic Plan/5YPP Update

Step 2: 5YPP Development Process

- ▶ **Transportation Authority issues**
5YPP guidance
- ▶ **Lead agency, with eligible sponsors and SFCTA, develop prioritization criteria, proposed program (or list) of projects, performance measures**
- ▶ **SFCTA prepares 5YPP project delivery status based on Portal grants reporting**
- ▶ **All collaborate to conduct outreach**



2019 Strategic Plan/5YPP Update

Step 3: Finalize for Board Adoption



- ▶ **Assess 5YPPs as a whole to:**
 - ▶ **Ensure Board and public input addressed appropriately**
 - ▶ **Coordinate across categories**
 - ▶ **Establish financing needs and costs by category with Strategic Plan**
- ▶ **Refine as needed**
- ▶ **Transportation Authority Board adopts 5YPPs and final Strategic Plan**



2019 Strategic Plan/5YPP Update Proposed Schedule



Board adopts Strategic Plan/5YPP Update Approach

Step 1: Establish Strategic Plan Baseline

Revenue and Debt Projections

Update Prop K Policies

Major Capital Projects and Paratransit

True-up Actual Revenues and Expenditures

Board Adoption of Strategic Plan Baseline

Step 2: 5YPP Development Process

SFCTA Releases 5YPP Guidance

SFCTA and Sponsors prepare Prioritization Criteria

Sponsors prepare Project Information Forms (PIFs), Program of Projects and Scoring Tables

SFCTA Reviews PIFs, Program of Projects and Scoring Tables

Step 3: Finalize Strategic Plan and 5YPPs for Board Adoption

Assess 5YPPs as a whole, establish financing needs, finalize draft 5YPP documents

Board Adopts 5YPPs Part 1

Board Adopts 5YPPs Part 2 and Final Strategic Plan

Sponsor, Board and Public Engagement

SFCTA Project Sponsors

2019 Strategic Plan/5YPP Update Outreach Approach



- ▶ **Main audiences: the Board, the public, project sponsors**
- ▶ **Opportunity to identify and provide input on projects that will get Prop K funds over the 5-year period starting July 1, 2019**
- ▶ **Now through December 2018**
- ▶ **Three rounds or phases**
- ▶ **Proposed menu of strategies to engage target audiences**



2019 Strategic Plan/5YPP Update Opportunities and Other Considerations



- ▶ **Neighborhood Transportation Improvement Program (NTIP)**
- ▶ **School area traffic calming**
- ▶ **Vision Zero**
- ▶ **Geographic equity**
- ▶ **Caltrain Downtown Extension**
- ▶ **Senate Bill 1 project pipelines**

Questions?

Anna LaForte
Deputy Director for Policy & Programming
415-522-4805, anna.laforte@sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



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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>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</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>	<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: Condition of One Bay Area Grant Cycle 2 Funding Recommendation</p>
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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. The CAC was briefed on this item at its March 28, 2018

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: April 2, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 04/10/18 Board Meeting: Caltrain Downtown Extension Operations Peer Review and Tunnel Options Study Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>At the direction of the Transportation Authority Board, we assembled a panel to conduct a peer review of three operational analyses related to the Caltrain Downtown Extension (DTX) The driver of the peer review was to determine whether the DTX should have two or three tracks as it approaches the Salesforce Transit Center. At the Board meeting we will present the peer review panel’s findings and provide an update on phase two of the Tunnel Options Study, which expands on the most promising aspects of the initial study to minimize cut-and-cover along the DTX alignment.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <p>_____</p>
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DISCUSSION

Background.

Over the past several years there have been multiple independent studies and operating simulation models developed for the DTX. As operating plans become clear through their concept models, and as Caltrain and the California High Speed Rail Authority (CHSRA) consider the challenges of operating in the same corridor with both terminating at the Salesforce Transit Center, the question of two-track versus three-track alignment for the DTX appeared to be contested between various expert studies. The peer review panel was asked to review those studies, consider the underlying assumptions and modeling parameters, and to opine on the conclusions drawn in each study/model. Although the driver of the review was the question of two versus three tracks, the panel considered all operational aspects of the project and associated facilities. However, it is important to note that there are other studies, such as the Planning Department’s Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB), that are considering opportunities and tradeoffs regarding transit-oriented development on all or part of the 4th and King railyard.

The operations studies included:

- “Transbay Transit Center – San Francisco DTX – Value Engineering Study”, prepared for Birmingham Properties by SENER, September 2017

- “Train Operations Analysis of Two Versus Three Mainline Tracks for the San Francisco Downtown Rail Extension”, prepared for the Transbay Joint Powers Authority (TJPA) by Parsons and Carl Wood, October 31, 2017
- RAB Study Conceptual Planning Analysis developed on behalf of the San Francisco Planning Department by CH2M and SMA+, June 19, 2017

The peer review panel consists of the following professionals, chosen for their extensive expertise and experience in rail design and operations:

- John Flint – Senior Vice President, Managing Director of Lines of Business for T Y Lin International
- Les Elliott – President, The Elliott Group
- David Nelson – Director of Transit for Jacobs
- Gene Skoropowski – Staff Consultant for T Y Lin International, former Senior Vice President for Rail Operations, All Aboard Florida

After reviewing the three reports and associated documents, the peer review panel convened three workshops. At the first, with the participation of TJPA, Caltrain, CHSRA, and their consultants, the peer review panel further familiarized itself with the current state of the Salesforce Transit Center, previously known as the Transbay Transit Center and DTX projects, to understand the operating plans, physical features and potential risks associated with each of the operators, and to understand the level of collaboration taking place in planning for a blended service at the Salesforce Transit Center.

The second day-long session consisted of presentations by the stakeholders and their consultants who prepared the three studies. Caltrain and CHSRA representatives were also present. The analyses by the three different teams were reviewed and discussed. Each team started with similar, but not identical, assumptions and methods. All used sketch-planning tools, and all limited their inquiry to the north end of the San Francisco–San Jose corridor over which Caltrain and the CHSRA plan to offer blended services. One study was conducted with only publicly available information, and without the benefit of preliminary plans for the Salesforce Transit Center. The other two studies were conducted with full knowledge of the project’s history and its current status. Only the TJPA study was developed with the full participation of, and input from, Caltrain and CHSRA.

All of the studies concluded that, if all of the trains planned for berthing at the Salesforce Transit Center operated reliably (defined as within two minutes of scheduled arrival/departure), two tracks in the DTX tunnel would be sufficient to operate the train movements. However, the assumption of no operating delays is not realistic. Only one of the studies, completed by Parsons and Carl Wood for TJPA, performed a detailed service perturbation analysis. It shows that if there is a delay or track blockage in the tracks leading to the “throat” of the terminal, then three tracks are required to support reliable train service and to facilitate recovery from operational delays.

The draft report was developed and distributed to all the stakeholders prior to a third workshop, which was held for the stakeholders to provide and discuss their comments. The findings and observations below represent a general consensus of the peer review panel and stakeholders.

Major Findings.

Agenda Item 16

1. Three tunnel tracks are required to provide reliable and dependable service into the Salesforce Transit Center.
2. The Salesforce Transit Center capacity plan of four high-speed trains and six Caltrain trains per peak hour cannot be assured unless both services can use all platforms.
3. The structural column configuration in the built Salesforce Transit Center limits the flexibility for changing the track geometry within the train box and at the throat leading into the terminal, but options that entail adjustments to track design criteria at the throat to minimize right-of-way impacts should be explored with CHSRA, TJPA, Caltrain and SENER.

Additional Findings and Observations.

1. The Salesforce Transit Center will be operating at, or near, capacity when the Service Program of turning six Caltrain and four CHSRA trains per hour is fully implemented.
2. The new underground station at 4th/Townsend is likely to have strategic and tactical significance for rail operations.
3. The overall utility of the new station at 4th/Townsend might be improved with platform faces on all three tracks and reconfiguration of the switch plant providing access to all station tracks from the north and south.
4. There is significant residual operational value at Caltrain's terminal and yard at Fourth and King for staging, servicing and storing Caltrain and CAHSR trains. The RAB Study is exploring options for the use of this yard.
5. A consistent base DTX track configuration should be used at the outset for all future modeling and simulation studies prepared by all parties.
6. All the simulation results considered by the peer review panel assumed a high-performance train control system that safely provided very short times between train movements through the DTX. The interlocking and train control software and hardware must be designed and implemented to minimize the times between when one route through the interlocking is cleared and when a conflicting route through the interlocking can be ready for the next occupancy.

Immediate Action Items (Next Steps).

1. The operators need to finalize a workable "Blended Service Plan" for the harmonious joint operation of the shared line and terminal including: train schedules, required enhancements to the infrastructure south of the study area, and plans for vehicle servicing and storage. The plan should be reviewed, tested and verified with a proven and widely accepted railway simulation tool.
2. The two operators and TJPA need to identify and select a mutually acceptable and workable set of rolling stock and platform adaptations that will allow both services to berth at all platforms.
3. Properly evaluating the potential right of way impacts of constructing the DTX project is a critically important task in this phase of project development. Based on suggestions from SENER Engineering, the two operators and TJPA need to carefully review possible tradeoffs between track and switch design standards and practical limits for low-speed terminal operations, including the associated potential right-of-way impacts of constructing the DTX tunnel. The goal should be to provide a transit project that maximizes public benefit, while minimizing environmental and community impacts.

4. The two operators and TJPA need to revisit the operational program and design for 4th and Townsend station to improve the utility and flexibility of the station and associated switch plant.
5. Once the Blended Service plan is prepared and improved, the operators and TJPA need to identify an operating plan and design footprint for a storage and servicing facility on the existing 4th and King Caltrain parcel to identify which portions of the parcel can be released for non-railroad use.¹
6. The peer review panel observed that simulations reviewed were lacking in coordinated assumptions, likely due to a lack of collaboration between the parties. Operators, TJPA, the Planning Department and other interested parties should build on the open communications facilitated by the SFCTA during the review effort, and regularly meet with SFCTA to report and discuss progress on the Immediate Action Items above and to sustain momentum and cooperation toward the construction and operation of the proposed facilities.

Tunnel Options Study Update.

At the request of the Transportation Authority Board, the TJPA, with the participation of the Transportation Authority staff and its consultants, conducted a study during the second and third quarters of 2017 to address the impacts resulting from the planned cut-and-cover construction along the DTX alignment. The goals were to minimize surface disruption and reduce cut-and-cover by identifying feasible mined-tunnel construction methods that could be implemented to achieve them.

On September 26, 2017, the TJPA presented the preliminary findings to the Transportation Authority Board. Among others, the preliminary findings concluded that cut-and-cover on Townsend Street can be eliminated up to the east end of the Fourth and Townsend Street Station at a reasonable cost, that reducing cut-and-cover at the throat structure is feasible albeit costly, and that proposed tunneling options can be accomplished without significant impacts to the project schedule.

The Board agreed with TJPA that further study was needed to advance these new promising aspects of the study. Phase 2 of the study consisted of:

- Further development of mined options at the Howard Street crossing
- Refinement of constructability and schedule for the options
- Confirmation of ventilation requirements
- Review and refinement of the configuration of the tunnel boring machine + sequential excavation mining (TBM + SEM) tunneling option

At the April 10, 2018 Board meeting, TJPA staff will present the results of this effort.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will be briefed on this information item at its April 25 meeting.

¹There are other studies, such as the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB), that are considering opportunities and tradeoffs regarding transit-oriented development on all or part of the 4th and King railyard.

Agenda Item 16

SUPPLEMENTAL MATERIALS

Enclosure - Peer Review Panel Report on Findings – Review of Three Operational Studies for the Design of the Caltrain Downtown Extension (DTX)



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

Background. 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

None. This is an information item. The CAC was briefed on this item at its March 28, 2018 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, 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.

Advisory Committees	Stakeholder Interview Status
SFTMA Bicycle Advisory Committee	Scheduled

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

Community Groups	Stakeholder Interview Status
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

Neighborhood Associations	Stakeholder Interview Status
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 15th and 19th 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 20th SFCTA Board Meeting and at the March 28th 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.



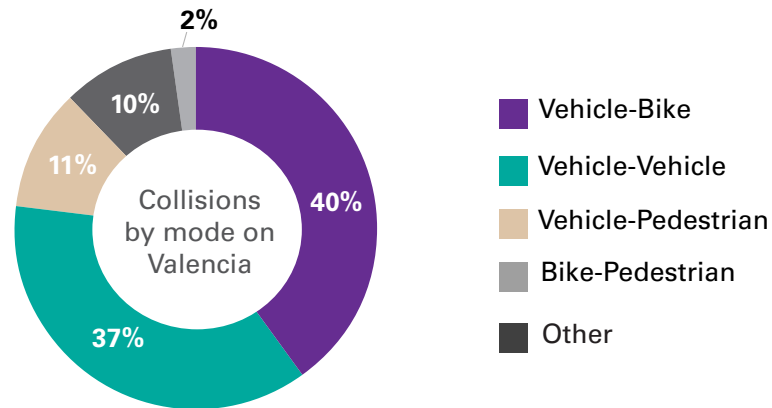


Valencia Bikeway Improvements

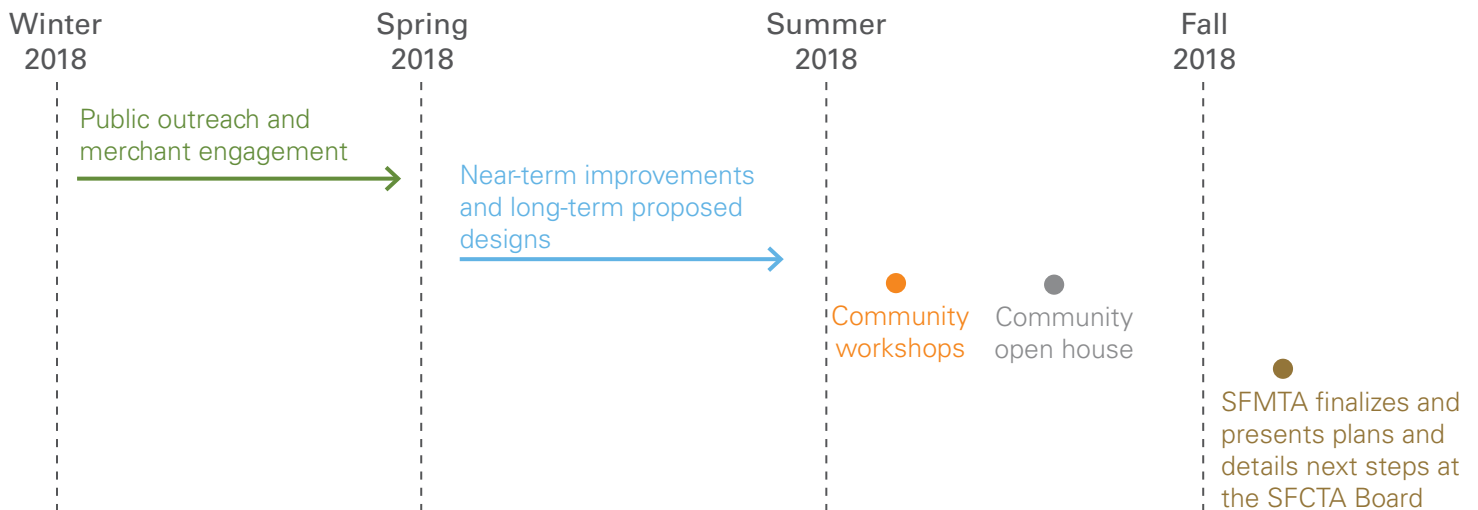
Fact Sheet - February 2018

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

You can also contact project manager, Kimberly Leung, at 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



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 or online at 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 <u>weekdays</u> ?	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 <u>weekends</u> ?	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!



311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางคำภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم