



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, April 24, 2018; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Fewer, Kim, Ronen, Safai, Sheehy, Stefani and Yee

Clerk: Alberto Quintanilla

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

Consent Agenda

4. Approve the Minutes of the April 10, 2018 Meeting – ACTION*	5
5. [Final Approval] Adopt Positions on State Legislation – ACTION*	21
Support: Senate Bill (SB) 1376 (Hill)	
Support if Amended: SB 936 (Allen, Ben)	
Oppose: Assembly Bill (AB) 2530 (Melendez)	
6. [Final Approval] Accept the ConnectSF Vision Document – ACTION*	25
7. [Final Approval] Allocate \$17,008,851 in Prop K Funds for Four Requests, with Condition – ACTION*	33
Projects: (Caltrain) Caltrain Business Plan (\$350,000); (SFMTA) Central Subway – RTIP Fund (\$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. [Final Approval] Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION*	43
9. [Final Approval] 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*	49

Board Meeting Agenda

10. **[Final Approval]** 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 financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 – **ACTION*** 69
11. **[Final Approval]** Approve the 2019 Prop K Strategic Plan and 5-Year Prioritized Program Update Approach and Designating Lead Agencies for 5YPP Development – **ACTION*** 87

End of Consent Agenda

12. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – **INFORMATION*** 117
13. Progress Report for the Van Ness Avenue Bus Rapid Transit Project – **INFORMATION*** 129
14. Late Night Transportation Working Group Phase II Final Report – **INFORMATION*** 135
15. Discussion of the San Francisco County Transportation Authority’s Board Meeting Structure – **INFORMATION**

Other Items

16. Introduction of New Items – **INFORMATION**
- During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.
17. Public Comment
18. Adjournment

***Additional Materials**

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

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Board Meeting Agenda

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 10, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:05 a.m.

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

Absent at Roll Call: Commissioners Kim (entered during Item 2), Cohen (entered during item 3), Yee (entered during item 3) and Ronen (entered during item 4) (4)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, CAC Chair, reported that the CAC recommended approval of allocations of \$17 million in Prop K funds and asked about claims in delays surrounding the Chinatown Central Subway station. He said the San Francisco Municipal Transportation Agency (SFMTA) acting program manager for the project stated that although some opportunities to recover lost time existed, the nine consecutive months of lost time from the previous year would make it difficult to recover all lost time. He said in response to a question regarding the Bayview Community Based Transportation Plan, the SFMTA said they 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. Mr. Larson said the CAC appreciated the SFMTA's focus on meeting the needs of current residents. He said the CAC supported the approval of adopting the Route 66 Quintara Connectivity Study and noted that District 4 CAC representative, Peter Sachs, worked with Commissioner Tang on the study and said the report did a good job of visualizing the service needs and gaps. The CAC urged the SFMTA to provide additional midday service buses, heading from the East side of the city to the West Portal station, to recover current gaps in service.

Mr. Larson said the CAC recommended approval for the \$140 million revolver and fiscal year 2017-2018 budget amendment items and expressed appreciation for the fiscal management and performance of Transportation Authority staff. He said the CAC supported the approval of the approach to the 2019 Prop K Strategic Plan and 5-Year Prioritized Program and stressed the importance of community outreach. The CAC suggested community stakeholders and representatives of the business community that could assist in the outreach process. Mr. Larson stated that the CAC recommended approval authorizing the Executive Director to execute an agreement not exceed \$227,000 with the California Department of Transportation for the US101/I-280 managed lanes. He said the CAC was concerned that the high occupancy vehicle (HOV) or electronic express lanes did not do enough to increase capacity or decrease the number of automobiles. He said the CAC stated that Districts 6, 9, 10 and 11 bore a huge brunt of the emissions released on the freeways and encouraged Transportation Authority staff to focus on

greater effort towards a regional transit system along the freeways. Mr. Larson concluded his report by noting the CAC's request for a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues.

There was no public comment.

3. Approve the Minutes of the March 20, 2018 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Ronen (1)

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

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

There was no public comment.

Chair Peskin stated that he was soliciting applications for the District 3 CAC seat and requested that the item be continued.

Commissioner Yee moved to continue item 4, seconded by Commissioner Kim.

The motion was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

5. Adopt Positions on State Legislation – ACTION

Amber Crabbe, Assistant Deputy Director, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

Chair Peskin called Item 6 after Item 16.

6. Accept the ConnectSF Vision Document – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

7. Allocate \$17,008,851 in Prop K Funds for Four Requests, with Conditions – 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.

Commissioner Yee asked how much disruption District 7 neighborhoods should expect during repaving. He asked how outreach will be conducted and if it would be bilingual.

Edwin Lee, Project Manager with San Francisco Public Works, responded that there were typically six months between project advertisement and construction. He said that communications staff determined if bilingual outreach was necessary and could conduct it in Chinese, Tagalog, Spanish and other languages if needed. Mr. Lee explained that construction would start in fall, with the project split into seven groups. He continued that the scope would be continuous until complete with each group. He said this was different from past approaches, in which contractors would finish one item of the scope in each location before starting the next item.

Commissioner Yee asked if construction on all seven groups would occur simultaneously.

Mr. Lee replied that the seven groups were not all on one corridor, so there would be no continuous disruption. He continued that the contractor was allowed to start all seven groups simultaneously but that scenario was unlikely as contractors had limited resources.

Commissioner Yee questioned how outreach would be timed for the seven project groups. He asked if outreach would be done all at once or six months in advance of when each group began.

Mr. Lee responded that 30-day, 10-day and 3-day notices would be given for each group.

Commissioner Yee requested that the contractor and SFMTA send his office details on when and where work would be done, as well as the outreach materials.

Commissioner Cohen said that Caltrain was an expensive commuter rail system that owned large amounts of property. She asked what efforts were being made to ensure that Caltrain was investing in ways that yielded the most impactful use of that land. Commissioner Cohen continued that Caltrain owned properties in District 10 often caught fire due to homeless encampments and were strewn with litter, needles and drugs paraphernalia. She asked what Caltrain was doing to address these issues.

Liz Scanlon, Director, Caltrain Planning said that she would take the comments back to maintenance staff and get an answer.

Commissioner Cohen responded that Caltrain's current efforts were not good enough and that the corridor was in a deplorable state. She expressed frustration with the slow response that she had received from Caltrain leadership despite reaching out numerous times on this topic.

Ms. Scanlon said that she would pass Commissioner Cohen's comments directly to Caltrain's Executive Director Jim Hartnett. She explained that Caltrain was conducting tool building for its transit-oriented development policy and said that that would be part of the business plan that would be brought to Caltrain's partners soon.

Commissioner Cohen noted that she sat on the Caltrain Board for six years previously. She recalled a desire to build housing on Caltrain owned land while she was on the Board and asked Ms. Scanlon if that was still in progress.

Ms. Scanlon replied that Caltrain continued to be interested in building housing, especially affordable housing, and would be using the transit-oriented development framework to advance this.

Commissioner Cohen asked what that strategy was to keep housing prices low.

Ms. Scanlon said that as the planning director, she was not able to answer that question, but she would follow up with Caltrain's real estate director.

Commissioner Cohen asked for a written response to her questions. She recalled previous intricate plans with renderings of buildings and parks in Bayview atop Caltrain tracks parallel to Third Street. She asked if this was still being considered.

Liz Scanlon said that she did not know the status of that project but confirmed that Caltrain would follow up in writing.

Chair Peskin thanked Commissioner Cohen for her line of questioning and noted a willingness to continue the discussion in future meetings or elsewhere.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Kim (1)

8. Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION

Sandra Padilla, Transit Planner at the SFMTA, presented the item.

Commissioner Tang thanked the SFMTA for being proactive with neighborhood level planning and noted the importance of reevaluating existing lines and ensuring that they were meeting the needs of the community. She said they looked originally at a realignment, but it turned out there were a lot of things that could be tweaked on the existing line that would help. She encouraged the SFMTA to do more neighborhood-based planning on specific lines and said that although the result of the study was not exactly what was expected, it revealed that increasing service on the 48 Quintara/24th Street bus route was something that should be advocated for in the SFMTA's budget.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Kim and Safai (2)

9. Authorize 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 – ACTION

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

Commissioner Cohen said that her office had been exploring how to establish a municipal bank and were conscience about not working with banks that invest in oil or had been found to have predatory lending practices. She wanted to make sure that the investment decisions of the Transportation Authority reflected the standards and principles upheld by the city and county agencies, when doing business with banking institutions. She asked what social considerations the Transportation Authority took when deciding which lenders to work with.

Ms. Fong said that social consideration when choosing a banking lender was something that the whole city and county was very interested in and that she was part of a debt manager's group that was compromised of other agencies within the city and county. She said the group discussed various finance-related topics at every quarterly meeting and was aware of the Wells Fargo and Dakota Access Pipeline situations that had occurred over the last two years. She said the Transportation Authority was aware of the things that come up at the city and county level.

Commissioner Cohen asked if there was a formal rule or an adhoc policy.

Ms. Fong said that there was no formal rule.

Commissioner Cohen asked if there was a way to begin to codify policies and mentioned the Treasurer and Tax Collector's office as an agency that had an investment policy and was paying attention to certain social issues before moving into investments with the banks.

Ms. Fong said she would address this topic with the debt management group at their next meeting and noted that the Treasurer and Tax Collector's office had begun to attend the meetings.

Commissioner Cohen asked if the Board could consider working with Transportation Authority staff to incorporate social considerations into the agency's investment policy.

Ms. Fong stated that this would be helpful and noted that staff was intending to bring the investment policy in front of the Board in July 2018.

Commissioner Cohen offered her assistance and mentioned that the Treasurer and Tax Collector's investment policy was a solid example.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Kim and Safai (2)

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 financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 – ACTION**

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Kim and Safai (2)

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

Tilly Chang, Executive Director, presented the item per the staff memorandum.

Chair Peskin asked if there are cost overruns what is the Transportation Authority's fiscal liability.

Director Chang said the landscaping had been capped at \$2 million, but the contractor had indicated pressing claims in regard to delays to the current scope of work being delivered. She said the Transportation Authority's exposure would be on the order of what was assigned at the 2016 contractor claims discussion, which would be a total of 6% and claims of up to \$10 - \$15 million. She said that the Transportation Authority and Caltrain did not agree with the claims and if there were to be a judgment, the exposure would be manageable.

Chair Peskin asked if the fiscal liability would be a total of 6% of up to \$15 million in claims.

Director Chang responded in the affirmative.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Kim and Safai (2)

Chair Peskin called Items 12 and 13 together.

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

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

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

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

Commissioner Sheehy expressed that he still had many concerns with the project and that it was too limited in scope, created bottlenecks and posed economic justice issues. He continued that Transportation Network Companies (TNCs) would heavily use the lanes, which could shrink mass transit numbers and stated that it was not a good use of money to create easier and faster ways to allow people to drive downtown. He instead suggested looking at ways to limit cars coming into the city and continued to say that with Lyft Line becoming more popular, carpool lanes could easily fill up with TNCs. He worried that people without resources would be stuck in traffic on

the way to the hospital as richer people used paid lanes. Commissioner Sheehy suggested that tolls into the city from the south were a rational action, given that these already existed for the north and east entrances. He said that the proposed lanes are an attempted band aid that would end up exacerbating the problem. He noted that the southern parts of District 8 had poor transit connections to downtown and Mission Bay, two areas with high concentrations of jobs. Commissioner Sheehy said that the only benefit he could see to lane changes would be fulfilling the promise of a dedicated emergency lane to UCSF Benioff Hospital, a commitment associated with the Warriors Arena in Mission Bay. He concluded that the scope was not comprehensive due to the lack of attention it paid to public transportation.

Mr. Heidel agreed that there were many other strategies to be considered and said that it was important to look at transit as a part of this. He stated that the best possible case was filling the lane entirely with buses, but since that was not feasible in the near future, promoting vehicles with more occupants was desirable.

Director Chang noted that congestion pricing and pricing at the county line was favored by members of the Transportation 2045 Task Force and was being discussed in the Legislature. She said that there was independent utility and value in creating a direct carpool/transit connection between downtown San Francisco and San Jose.

Commissioner Sheehy asked how a two-person carpool lane would be prevented from filling up with TNCs, which were inherently high occupancy.

Director Chang acknowledged that any high occupancy vehicles could use the lane and said she did not know of policies to bar TNCs from carpool lanes elsewhere. Director Chang said that TNC work needs to be done beyond the project, such as by assessing a surcharge and working with the California Public Utilities Commission (CPUC).

Chair Peskin noted that he would be introducing a TNC gross receipts tax bill at the Board of Supervisors meeting.

Commissioner Sheehy said that a HOV (carpool) lane was a TNC lane.

Deputy Director for Planning Jeff Hobson responded that TNCs would be allowed into a two-person carpool lane given the way that they currently operate. He noted that this could change in the future with autonomous vehicles. Mr. Hobson pointed out that in the express lanes scenario, TNCs would need three total occupants to use the lane, not only a driver and passenger.

Commissioner Sheehy expressed continued skepticism.

Commissioner Safai requested that staff go through the slides more slowly. He also said that the plan and strategy were not sufficiently explained. He expressed concern about bottlenecks at the I-280/US 101 interchange and Mariposa exit, where there were only two total lanes. Commissioner Safai agreed with Commissioner Sheehy that he was skeptical about the project, as he had expressed in prior meetings. He said he was willing to look into this further but wondered if this only benefitted people living outside the city. He also cited an equity issue with pricing.

Director Chang said that staff would continue to address the operational aspects of the project. She explained that buses currently did not use this route but that a regional express bus plan was in development. She further noted that people taking the bus today were not benefitting from a quick trip to downtown because they were sitting behind single occupancy vehicles. Director Chang also noted that there was currently an equity problem, as people using public transportation did not benefit properly because of traffic congestion.

Commissioner Safai commented that TNCs would take advantage of new lanes and said that he used this route daily and noticed a consistently increasing number of TNCs.

Director Chang shared Commissioner Safai's concerns and suggested that the solution would need to occur on surface streets because the city had less jurisdiction over highways. She cited pricing surface streets and ramp exits and entrances as potential ideas.

Commissioner Safai asked for further detail on the locations where the non-HOV/express freeway would be reduced to one lane.

Mr. Heidel said that the I-280/US 101 interchange was one of the spots studied by staff after the December Board meeting. He continued that the proposal had been redesigned to keep the existing capacity today. He noted that I-280 was already reducing to one lane before a merge at certain points.

Commissioner Safai responded that this lane reduction did not occur at the bottleneck in question. He said that currently at I-280 South and US 101, there were two lanes in each direction.

Mr. Heidel replied that the modelling conducted for this feasibility analysis did not show an increase in congestion at this location.

Commissioner Safai countered that the interchange had been backed up.

Mr. Heidel clarified that the bottleneck would be moved 500 feet north on I-280. He agreed that there were other bottlenecks to address, such as Monterey and Alemany boulevards and said that the point beyond the I-280 and US 101 split was troublesome.

Commissioner Safai recalled talks about metering the Cesar Chavez entrance to I-280 South.

Director Chang acknowledged that metering was a strategy that Caltrans encouraged and requested. She said that there was not ramp metering currently. She noted that on Pennsylvania and at other locations, there could be a case to even out the flow. Director Chang said that metering would be examined in the next stage of operational studies, which would also look at the hotspots cited. She suggested that there could be room to stripe an additional lane if a shoulder was removed or a lane bumped out.

Commissioner Safai asked if bumping out meant adding a lane.

Director Chang said that adding capacity for operational flow was a potential option that the Transportation Authority staff would examine.

Commissioner Safai stated that the slide entitled Potential Lane Configuration was the most useful visual. He requested that staff add locations where bumping out and metering could be located to the slide.

Mr. Heidel said that staff would do that.

Commissioner Ronen echoed Commissioner Sheehy's TNC concern. She said that there was not enough control over TNCs on the streets and stated that her office had talked about the equity issues and expressed desire for more public discussion.

Mr. Hobson said that he understood the concerns of the commissioners and stated that the fundamental issue was providing time-saving benefits to people riding public transportation and carpooling. He said that in the study, a three-person carpool lane resulted in increased congestion on the highway and that the two-person carpool and paid express lane options did not have congestion issues but faced TNC and equity problems. He concluded that the roads would only

get more congested if nothing was done.

Chair Peskin suggested that the Board vote to continue the item.

Commissioner Sheehy agreed that the item should continue and asked how much control the city would have over who could use the lane. He posed that the lanes could be 100% for mass transit, since facilitating cars getting into downtown San Francisco was a losing strategy. He continued that carpools were not a solution, because lanes would fill up with TNCs. Commissioner Sheehy also said that pricing was just code for luxury lanes and expressed concern that the city was heading toward a bifurcated system that separated the rich from everyone else.

Commissioner Ronen asked if staff had explored a mass transit only lane.

Mr. Hobson replied that it was not part of the study. He said that the three-person carpool lane results hinted that a mass transit only lane would lead to significantly more congestion.

Commissioner Ronen countered that if the goal was to increase public transportation ridership, the bus must be made more desirable.

Director Chang expressed doubt that a bus only lane would meet person throughput requirements. She also said that there were not enough buses currently to meet that scenario. Director Chang clarified that this item was about agreeing with Caltrans to partner on the project, not moving forward with the next phase of planning. She said that staff understood and shared the concerns about TNCs, equity and public transportation. She explained that the region was moving in the direction of managed lanes and that San Francisco should not want to be left behind. She concluded that working with Caltrans would be the best way forward.

During public comment Adina Levin, representing Friends of Caltrain, expressed that the organization was in support of sustainable transportation on the Peninsula corridor. She said that Friends of Caltrain was closely watching similar developments in San Mateo County and asked whether managed lanes and congestion pricing could coexist. She noted that SamTrans was completing an express bus study and asked how the managed lanes would impact that. Ms. Levin further asked how congestion would be impacted if the managed lanes only existed in San Mateo County. She expressed concern that if lanes were only on I-280, traffic would be incentivized to switch from US 101 to I-280, getting off at 5th and King Streets. She said that this was concerning because the Central South of Market Plan found that 10,000 more pedestrians would be in that area in the near future. She continued that the influx of vehicles at 5th and King Streets could disrupt Caltrain, the Central Subway and other public transportation operations. Ms. Levin expressed that she looked forward to engaging more on this project.

At the end of public comment, Commissioner Sheehy said that he would vote against the item. He cited the propensity of new freeways in Los Angeles to reach capacity rapidly. He encouraged the opposite approach for San Francisco- build now for mass transit to make it come. He theorized that red carpet lanes that also allow private shuttles that use unionized labor could be a solution. He concluded that if more capacity was not made for mass transit, mass transit would not expand.

Commissioner Tang moved to continue item 13 at the call of the Chair, seconded by Commissioner Sheehy.

The motion was approved without objection by the following vote:

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

Absent: Commissioners Cohen, Kim and Safai (3)

14. Approve the 2019 Prop K Strategic Plan and 5-Year Prioritized Program Update Approach and Designating Lead Agencies for 5YPP Development – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (7)

Absent: Commissioners Breed, Cohen, Kim and Safai (4)

15. Update on the Adult School Crossing Guard Program – INFORMATION

Kathleen McEvoy, Adult School Crossing Guard Program Manager (SFMTA), presented the item.

Commissioner Sheehy thanked the crossing guards for their service and said the program was well run, but felt the program was underfunded. He requested that Director Reiskin be asked why the program was not a priority for the SFMTA when children were walking in front of 2,000-pound vehicles without sufficient crossing guards. He emphasized the need to provide crossing guards adequate wages and said that wages should be raised to retain and add more crossing guards. He commended the SFMTA staff for their work and the presentation and hoped that Director Reiskin would take to heart the need for more crossing guards and make it a higher priority.

Commissioner Fewer stated that she was concerned that the current budget for crossing guards was not going to meet the challenges to hire and retain them. She asked what next steps would be taken to improve retention and expand the program, how much more funding was needed, what ideas were on the table and if the next steps were reflected in the current SFMTA budget. She said that there were areas in District 1 that were not being covered and said she kept hearing that it was because the SFMTA could not keep enough crossing guards on staff.

Ms. McEvoy said she did not know what the SFMTA had planned for the crossing guard program within the upcoming budget but would find out. She said if the program had additional funding and positions they would be able to serve schools on the waiting list and noted that 19 schools were currently on the list, including some in District 1.

Commissioner Fewer highlighted that the program allowed students to really get to know who their crossing guard was and mentioned the negative impact the lack of crossing guards' retention had on the community. She observed the crossing guards at the corners and noted the importance of having them greet parents and students in a friendly way, and also how it helped start the day for the students. She said the program aligned with the city's vision zero commitments. Commissioner Fewer said the lack of cooperation from school sites was something that could be addressed at the San Francisco Unified School District and stated that crossing guards were a benefit for the schools. She said she would be happy to help address any issues before the Board of Education or with the Superintendent.

Commissioner Safai said he was concerned with the hours offered to cross crossing guards and asked if there were other things they could be doing to qualify for benefits and a livable wage. He said the current wage and hours did not encourage people to participate in the program.

Ms. McEvoy said that those concerns would hopefully be addressed when the union contract next came up in June 2019.

During public comment, David Canham said he was really frustrated with the SFMTA and said that the Service Employees International Union (SEIU) Local 1021 represented about 170 of the crossing guards. He said the majority of the crossing guards were women and people of color and were the lowest paid SFMTA workers represented by the SEIU. 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 the SEIU 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.

Mr. Canham said the SFMTA had a memorandum of understanding (MOU) with the school district that was negotiated in 1997 and had not changed. He said providing benefits to every single crossing guard would add \$2 million to the program and that it could be found in a \$1 billion budget. He asked the Board to urge the SFMTA to increase the funding for the program because the issues would not get solved during the next bargaining agreement.

Joel Kamisher crossing guard at 19th Avenue and Judah Street, said that in addition to being crossing guards, they also served as a neighborhood watch and were the eyes and ears of the community. He noted multiple instances where he helped prevent crimes or reported suspicious behavior. He proposed that crossing guards be paid \$25 an hour to improve retention and said if each guard could possibly prevent one accident during the school year, that would be money well spent.

Michael Weinberg said the SFMTA had the opportunity to update their presentation based on public comment for the crossing guard program at the March 20, 2018 Transportation Authority Board meeting and decided to not make any changes. He felt that was telling and estimated that the SFMTA was prepared to lose another 40 crossing guards between now and the next bargaining discussion. He said that was unacceptable and did not think the citizens of San Francisco would find it acceptable. He requested that the Board direct the SFMTA to work with SEIU to find a solution that meets their needs, so this program could continue and become better.

Chair Peskin called Item 16 before Item 6.

16. Caltrain Downtown Extension Operations Peer Review and Tunnel Options Study Update – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, Eugene Skoropowski, Managing Director of the Capital Corridor, and Keith Abey, Senior Associate at McMillen Jacobs Associates, presented the item.

Chair Peskin stated that it was important that all the agencies were able to collaborate throughout the peer review process. He said that he wanted to understand if the two track or three-track solution was right and was adamant for the need to reduce, if not eliminate, any cut and cover along the downtown extension right of way. He said it was important to learn that there were pieces of private property that would not need to be condemned, which would save the city money and controversy.

Commissioner Kim asked if the current train box built out for the terminal would accommodate either a two-or three-track tunnel.

Mr. Cordoba responded in the affirmative.

Commissioner Kim asked if the alignment or both the alignment and the projected work on the

4th and King Street rail yard were being considered.

Mr. Cordoba said the study was looking at two versus three tracks and in particular the throat section that goes ahead and turns right into the train box.

Commissioner Kim asked if the premium was above and beyond the current estimated cost if the original alignment was chosen.

Mr. Abbey replied in the affirmative.

Commissioner Kim asked if the premium considered the cost savings that would be incurred by not having to disturb the above properties.

Mr. Abbey said that the numbers reflected construction cost only and did not account for the socioeconomic costs.

Mark Zabaneh, Executive Director of the Transbay Joint Powers Authority (TJPA), said the costs were conceptual costs over and above the baseline and the recommendation was to advance design to the 30% level to provide a more solid cost estimate and then do value engineering to determine the cost/benefit of which method to proceed with.

Commissioner Kim asked if the twin bore tunnel boring machine would allow for a tunnel wide enough for three tracks.

Mr. Abbey said the idea was to use tunnel boring machines that would each contain one track each and a sequential excavation methods (SEM) mine cavern in between the two that would contain the third track.

Commissioner Kim asked if that was the most affordable option or just the only option available given the technology that exists.

Mr. Abbey stated that the study ran several different scenarios and different options and that the previously stated option was the one that came out the most cost-effective.

Commissioner Kim asked if the bigger boring machines were not as cost effective.

Mr. Abbey said the bigger boring machines were costly and not feasible because they need to run deeper, and the vertical grade did not allow for those machines.

Commissioner Kim asked if a loop extending out of the terminal, heading to the bay, was studied.

Director Zabaneh said that the study did not preclude a loop but was also not considered or included in the scope.

Commissioner Kim thought it was good for the members of the public to understand the loop was a potential option and that the boring machines could do two things. One would be to continue to the East Bay and create a second transbay tube for Caltrain or for BART. The second would be to create a loop that would provide an additional option for the trains to move in and out of the station, so they would not all have to come in and out in the same direction.

Director Zabaneh said that the study looked at all possible ideas and made sure the designs did not preclude a loop from taking place.

Commissioner Kim asked if it was a good idea to study a possible loop before the tunnel boring machine was in the ground.

Director Zabaneh said the boring machine would need to come out at the throat structure (before entering the train box) and if a loop was added it would be on the other side of the train box. He

said it would be built underneath Beale Street and could require a different boring machine.

Commissioner Kim asked why a different boring machine would be needed if the extension became a loop.

Mr. Abbey said the boring machines were owned by the contractor and not specific to a project.

Commissioner Kim asked why the project would not want to combine with either BART or Caltrain and let the construction continue across the bay.

Director Zabaneh said the current lay out had the tunnel boring machine coming out of the throat structure and into the twin box that had already been built. He said the continuation for the bay crossing would be on the other side of the train box on the east side of the train box underneath Beale street onto the bay.

Mr. Cordoba said timing and funding were the current issues for a second bay crossing.

Commissioner Kim said that an attempt should be made to try to align the projects with each other. She asked if the original environmental study would need to reopen to pursue that alternative.

Director Zabaneh said the environmental study wanted to show the public the worst-case scenario and then improve upon it versus showing them something that that revealed to not work after going further into the engineering. Director Zabaneh said the EIR and EIS anticipated a cut and cover scenario which was the worst-case scenario.

Commissioner Kim asked if reopening an EIR and EIS if it would cause a delay in time for the project.

Director Zabaneh stated that he did not anticipate needing to reopen the EIR and EIS to incorporate these recommendations.

Commissioner Kim asked why a loop was not included in the study.

Megan Murphy, TJPA Project Manager, said she talked to legal counsel about the environmental document and the tunnel boring machine and that there would be no impact to the environmental report. She said a loop was previously studied and found that it provided a very incremental benefit that did not justify the cost, but that a three-track approach to the train box would take care of some of the concerns of entry and exit versus the loop.

Commissioner Kim requested a further briefing on the tunnel options study.

Chair Peskin asked if there had been analysis on stacking the tunnels on top of one another.

Mr. Abbey said that an analysis had not been studied and would be difficult to conduct.

Chair Peskin asked who would ultimately in charge of the project.

Director Zabaneh said he hoped the TJPA would be in charge of the project.

Chair Peskin asked how Caltrain was dealing with the important issue of common platform heights.

Director Zabaneh said discussions were continuing between California High Speed Rail Authority and Caltrain and the goal was to make sure there were common platforms and maximum flexibility in anything constructed.

During public comment Jim Haas spoke in support of the Caltrain Downtown Extension (DTX)

operations peer review and tunnel options study and noted that the Board voted last year that the 2014 DTX study was no longer viable because it required 16 trains per hour at the surface at 16th Street. He said the Railyard Alternative Boulevard (RAB) study investigated tunnel options that started at the south side of Potrero Hill and connected into the former-approved plan. He felt the media had never understood that the city had no approved plan to get the train downtown and that the plan would not be complete until the RAB study was finished.

Director Zabaneh said the record of decision would be going in front of the TJPA board in May 2018.

Elizabeth Scanlon, Planning Director for Caltrain, extended her compliments to the Transportation Authority and stated that she participated in the peer review. She said she found it to be a collaborative, fair and thorough process and stated that Caltrain looked forward to continuing to work with the city and partners in resolving all outstanding issues and continuing the collaboration that was begun by the peer review.

Bruce Armistead, Director of Operations and Maintenance for the California High Speed Rail Authority, stated that he participated in the peer review, felt that the process was collaborative and was in full concurrence with the results.

Bruce Agid, TJPA CAC Chair, said the peer review study and findings on the two-versus three tracks and tunneling option were critical in terms of moving phase two of the project forward. He said that with the peer review completed, the next steps were making the decision on the optimal alignment of DTX. He said all parties, including the public, would like to know how the project would build momentum from phase one to phase two and it was critical to move forward with the DTX to minimize challenges that would present themselves using Fourth and Townsend Streets for electrified Caltrain and high-speed rail. He said the design of 4th and Townsend streets to date could not adequately handle passenger volumes of Caltrain diesel service and was not sure if the station or neighborhood could handle passengers, pedestrians, bike share facilities, taxis, light rail, and automobiles without major infrastructure improvements. He said a timely decision to the optimal alignment of DTX was critical.

Thea Selby, member of the high-speed rail community working group, commented that Californians voted to get high speed rail over 10 years ago and that Proposition 1A pinpointed the Transbay Terminal as the end of the line for phase one of the project. She said in spite of that legal fact, both the high-speed rail authority and San Francisco officials had not recognized the urgency of completing that task. She said an advocacy group was created to get the train tracks to the station, not to worry about what land could or could not be developed, but to make sure the city took advantage of the additional 1 million riders that had been projected to take Caltrain and high-speed rail once the tracks reached the Transbay Terminal. She urged the Board to recognize its duty to the people of San Francisco to get the train tracks to the station.

Adina Levin, Executive Director of Friends of Caltrain, commended the agencies for completing the peer review and setting the stage for some key decisions about completing the downtown extension. She said the next step would be choosing an alignment from the RAB study in order to make that decision to have a complete project that would then create a project that was shovel ready. She thanked Chair Peskin for calling out the importance of the platform issue as well as the Caltrain and high-speed rail schedules issue. She said these steps would make a difference in terms of what the capacity of the system was and how many people were going to be able to take transit and take high speed rail into the city as opposed to having cars clogging the streets.

Peter Straus, Board member of the San Francisco Transit Riders, spoke in support of the studies,

but believed there would be a progress report on the RAB study in the next couple of months. He said DTX was vital to the future of the city and asked for the Board's active involvement to ensure that an alignment decision would be reached this summer. He recommended regular briefings on the progress of the RAB study.

At the end of public comment Chair Peskin stressed the importance of getting rail into the Transbay Terminal. Chair Peskin requested that Susan Gygi, RAB Program Manager for Planning Department. Provide an update on the RAB study.

Ms. Gygi said that RAB study was started a couple of years ago to look at five big transportation and land use questions that had to be answered in the next one to 15 years that would affect San Francisco for the next 100-plus years. The five questions were what the rail alignments into the TransBay transit center were, whether or not to construct a loop or extension into the east bay, deciding between rail yard configuration or relocation, whether or not to take down a portion of I-280 north of Mariposa Street and identifying opportunities for public benefits. She said with the first four components, there were parcels of land that could become available for development and repurposing and a decision would have to be made on would happen to that land. She said Planning was very close to going public with all of the materials last year but was asked to conduct qualitative and quantitative analysis and to deep dive on some of the specifics associated with specifically the first question, how do you get the trains into the Salesforce Transit Center. She said the analysis took a while and that Planning was ready to share the findings with all partners, but due to the untimely death of Mayor Lee, the report was delayed. She said the plan was to make the materials public around the end of May 2018.

17. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – INFORMATION

Commissioner Sheehy moved to continue item 17 to the next Board meeting, seconded by Commissioner Tang. The motion was approved without objection.

Other Items

18. Introduction of New Items – INFORMATION

Chair Peskin stated that the one-year long experiment to meet as a committee of the whole was coming to end and that the Board would be going back to the committee system. He said he would introduce the change at the next Transportation Authority Board meeting.

19. Public Comment

There was no public comment.

20. Adjournment

The meeting was adjourned at 1:00 p.m.



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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.

Agenda Item 6

- **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.

Agenda Item 6

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	

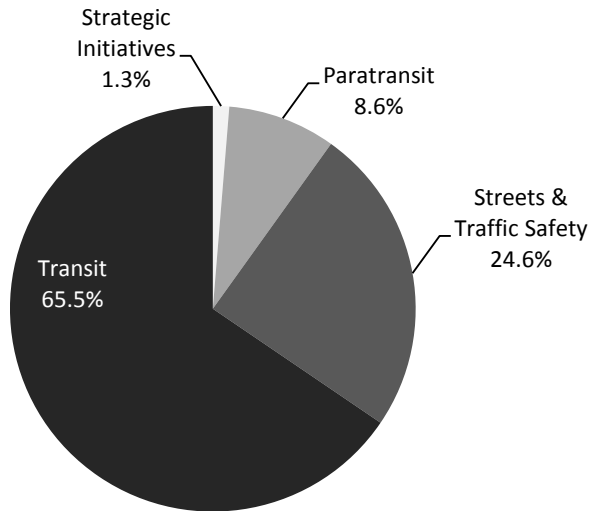
¹ See Attachment 1 for footnotes.

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

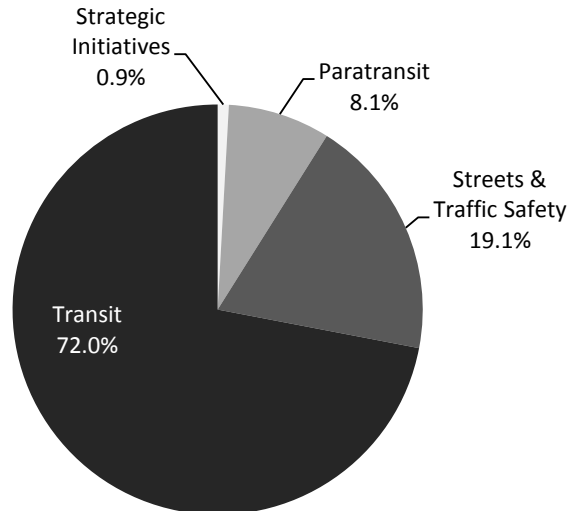
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 89,622,085	\$ 35,467,298	\$ 49,535,887	\$ 1,584,777	\$ 920,651	\$ 786,830
Current Request(s)	\$ 17,008,851	\$ 53,120	\$ 15,996,949	\$ 958,782	\$ -	\$ -
New Total Allocations	\$ 106,630,936	\$ 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 <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>	<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: <hr/>
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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

Agenda Item 7

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

Agenda Item 8

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.

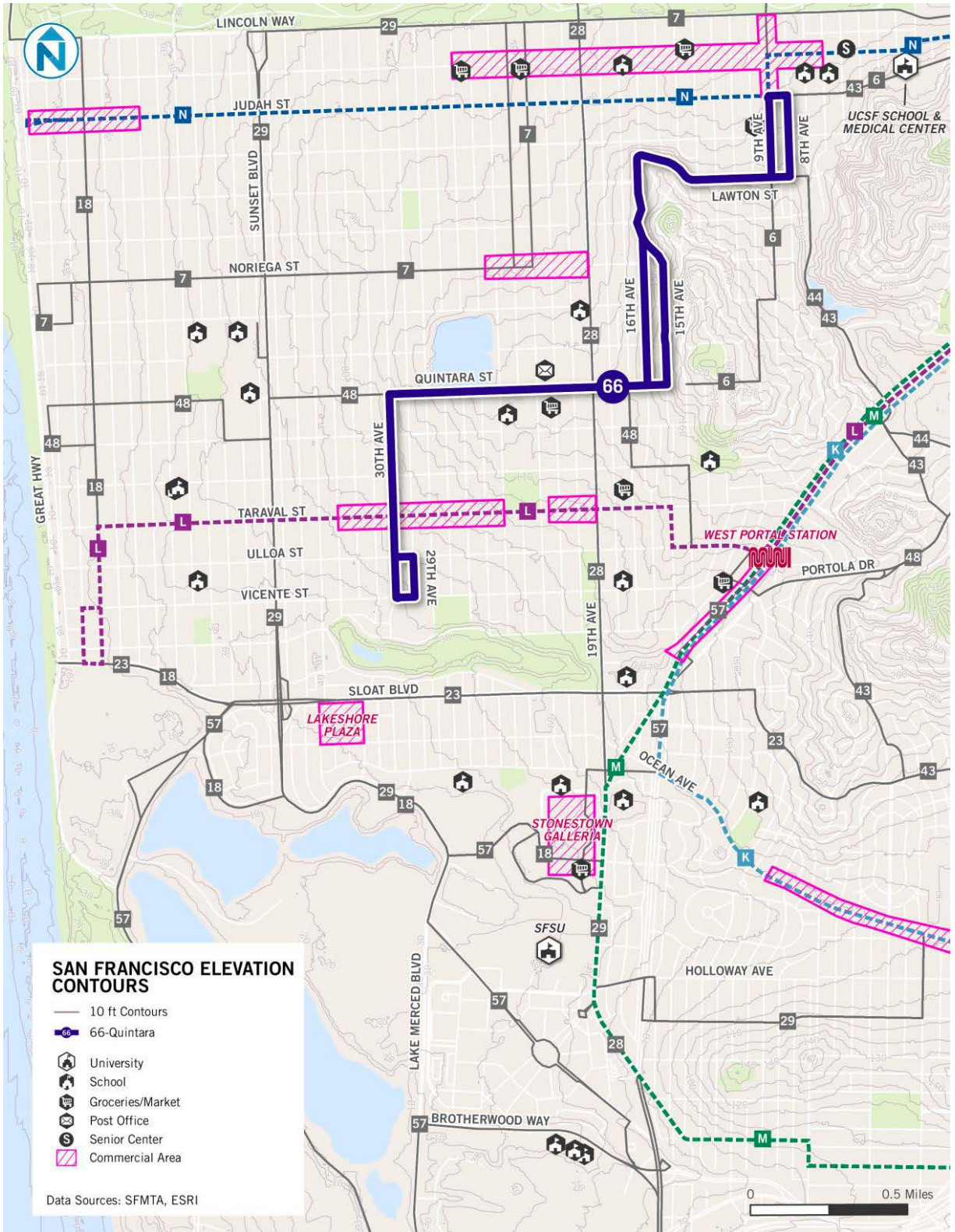
SUPPLEMENTAL MATERIALS

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

Agenda Item 9

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	\$ -	\$ -	\$ -	\$ -	\$ 104,271,926	
	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	134,191,498	
Expenditures:								
	Capital Project Costs	251,112,187	10,822,952	933,921	3,488,603	925,951	275,988,079	
	Administrative Operating Costs	6,072,690	4,204,720	46,003	241,702	596,219	10,724,938	
	Debt Service	120,531,275	-	-	-	-	77,590,968	
	Total Expenditures	377,716,152	15,027,672	979,924	3,730,305	1,522,170	364,303,985	
Other Financing Sources (Uses):								
		269,068,143	1,064,862	-	-	-	329,939,491	
Net Change in Fund Balance		\$ (2,362,550)	\$ -	\$ (240,310)	\$ 1,107,597	\$ -	\$ 99,827,004	
Budgetary Fund Balance, as of July 1		\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ (40,650,870)	
Budgetary Fund Balance, as of June 30		\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ 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>	<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 checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <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**



Revenues:	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	Proposed Budget Amendment Fiscal Year 2017/18		
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
Sales Tax Revenues	104,271,926	-	-	-	-	-	-	-	-	-	-	-	104,271,926	(2,258,263)	106,530,189
Vehicle Registration Fee	-	-	-	-	-	-	-	-	4,834,049	-	-	-	4,834,049	-	4,834,049
Interest Income	627,418	-	-	1,683	-	-	-	-	3,853	-	-	-	632,954	345,383	287,571
Program Revenues															
Federal Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	-	-	-	-	-	-	24,928	-	24,928	(1,803,240)	1,828,168
Federal BART Travel Incentives Program	-	51,764	-	-	-	-	-	-	-	-	-	-	51,764	23,942	27,822
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	28,810	-	-	-	-	-	-	-	-	-	-	28,810	-	28,810
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	7,044,212	-	-	-	-	-	-	-	-	-	-	7,044,212	(3,568,037)	10,612,249
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	1,888,657	-	-	-	-	-	-	-	-	-	-	1,888,657	(1,043,440)	2,932,097
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	97,008	-	-	-	-	-	-	-	-	-	-	97,008	(27,334)	124,342
Federal Strategic Highway Research Program	-	145,378	-	-	-	-	-	-	-	-	-	-	145,378	67,728	77,650
Federal Surface Transportation Program 3% Revenue and Augmentation	-	2,260,706	-	-	-	-	-	-	-	-	-	-	2,260,706	427,434	1,833,272
State Planning, Programming & Monitoring SB45 Funds	-	667,000	-	-	-	-	-	-	-	-	-	-	667,000	-	667,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	550,582	-	-	-	-	-	-	-	-	-	-	550,582	(824,347)	1,374,929
Regional AB 1171 - Presidio Parkway (MTC)	1,242,655	-	-	-	-	-	-	-	-	-	-	-	1,242,655	1,242,655	-
Regional BART - Travel Incentives Program	-	1,445	-	-	-	-	-	-	-	-	-	-	1,445	(355)	1,800
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	378,296	-	-	-	-	-	-	-	-	-	-	378,296	86,677	291,619
Regional San Francisco (OEWD) - Late Night Transportation	-	1,393	-	-	-	-	-	-	-	-	-	-	1,393	(98,607)	100,000
Regional San Francisco (Planning) - Hub and Civic Center Travel Demand Modeling	-	39,837	-	-	-	-	-	-	-	-	-	-	39,837	39,837	-
Regional San Francisco (SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	-	-	-	-	-	-	-	-	225,000	-	225,000
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	100,000	-	-	-	-	-	-	-	-	-	-	-	100,000	100,000	-
Regional San Francisco (Public Works) - 19th Ave Combined City Project & Lombard St VZ Project	-	147,423	-	-	-	-	-	-	-	-	-	-	147,423	147,423	-
Regional San Francisco (SFMTA) - Lombard Crooked Street Congestion Mgmt-System Development	-	-	-	-	-	-	-	-	-	-	-	-	-	(100,000)	100,000
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency	-	-	-	-	-	-	-	-	-	95,017	-	-	95,017	20,017	75,000
Regional San Mateo County Transportation Authority - 101/280 Managed Lanes	-	123,125	-	-	-	-	-	-	-	-	-	-	123,125	123,125	-
Regional WETA - Solano Water Transit Plan Travel Demand Modeling	-	20,000	-	-	-	-	-	-	-	-	-	-	20,000	20,000	-
Regional TIDA - Treasure Island Mobility Management Agency	-	167,476	-	-	-	-	-	-	-	1,402,225	-	-	1,402,225	(97,775)	1,500,000
Regional TIDA - Yerba Buena Island Bridge Structures	-	-	-	-	-	-	-	-	-	-	-	-	167,476	167,476	-
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	-	737,931	-	-	-	-	-	-	-	-	737,931	-	737,931
Contributions from Schmidt Family Foundation/The 11th Hour Project - TNC Research	-	-	-	-	-	-	-	-	-	-	-	-	50,000	50,000	-
Contributions from Toyota Mobility Foundation - D10 Mobility Study	-	-	-	-	-	-	-	-	-	-	-	-	74,698	74,698	-
Other Revenues															
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	-	-	-	-	-	-	-	2,000	-	2,000
Sublease of Office Space	41,460	-	-	-	-	-	-	-	-	-	-	-	41,460	41,460	-
Total Revenues	106,285,459	13,962,810	739,614	4,837,902	1,522,170	127,347,955	134,191,498	(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	42,590,000	-	-	-	-	42,590,000	(3,745,835)	46,335,835	
Premium on Issuance of Debt	21,883,005	-	-	-	-	21,883,005	(8,056,486)	29,939,491	
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

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
					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

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
					<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>

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
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>

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
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>

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
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

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
					<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>

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
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>

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
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 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



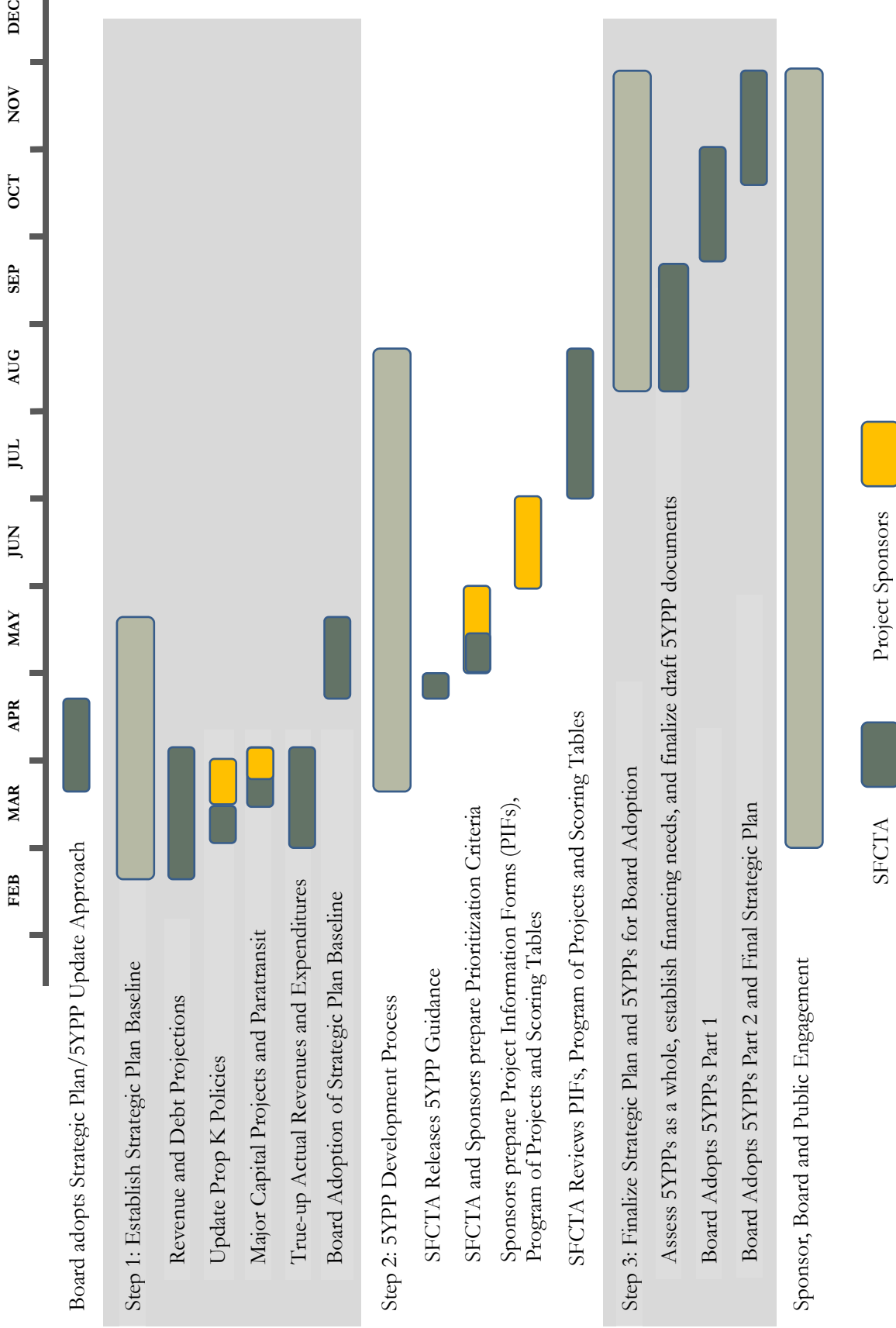
EP ¹ No.	Category	Eligible Project Sponsors ¹ (Agencies in bold are proposed 5YPP leads ²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	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.

Attachment 2.

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
 - Rafiki Coalition
 - Bayview YMCA
 - Cornerstone Baptist Church
 - B*MAGIC
 - Public Housing Tenants Association
 - Bayview Senior Services
- 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 style="width: 100%;"/>
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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

Agenda Item 11

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

Agenda Item 11

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



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



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

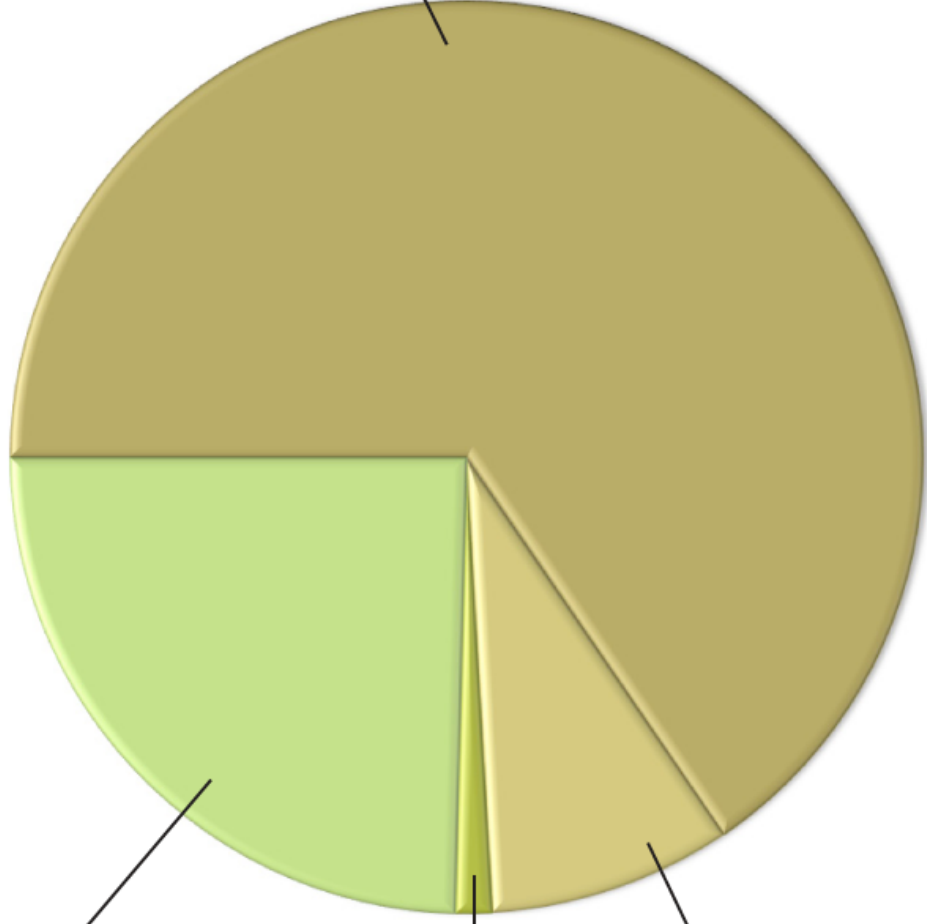
Strategic Initiatives 1.3%

- 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 *	▪ Signals and Signs Maintenance and Renovation
▪ Caltrain Capital Improvement Program	▪ Street Resurfacing, Rehab and Maintenance
▪ BART Station Access, Safety, Capacity	▪ Pedestrian and Bicycle Facility Maintenance
▪ Ferry	▪ Traffic Calming
▪ Transit Enhancements	▪ Bicycle Circulation/Safety
▪ Vehicles	▪ Pedestrian Circulation/Safety
▪ Facilities	▪ Curb Ramps
▪ Guideways	▪ Tree Planting and Maintenance
▪ New and Upgraded Streets	▪ Transportation Demand/Parking Management
▪ New Signals and Signs	▪ Transportation/Land Use Coordination
▪ SFgo: Advanced Tech and Info Systems	

*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**

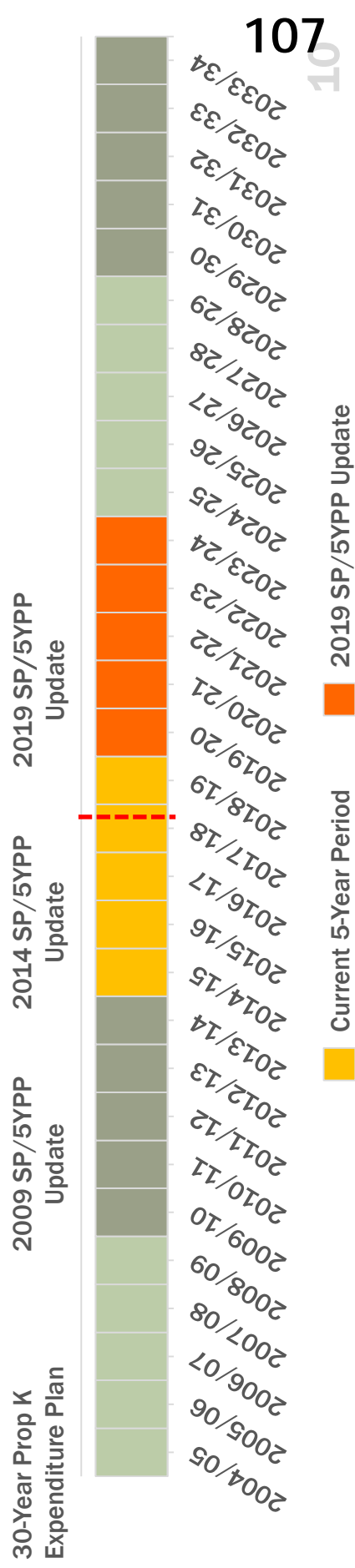


2019 Strategic Plan/5YPP Update

Why is it important? Why now?



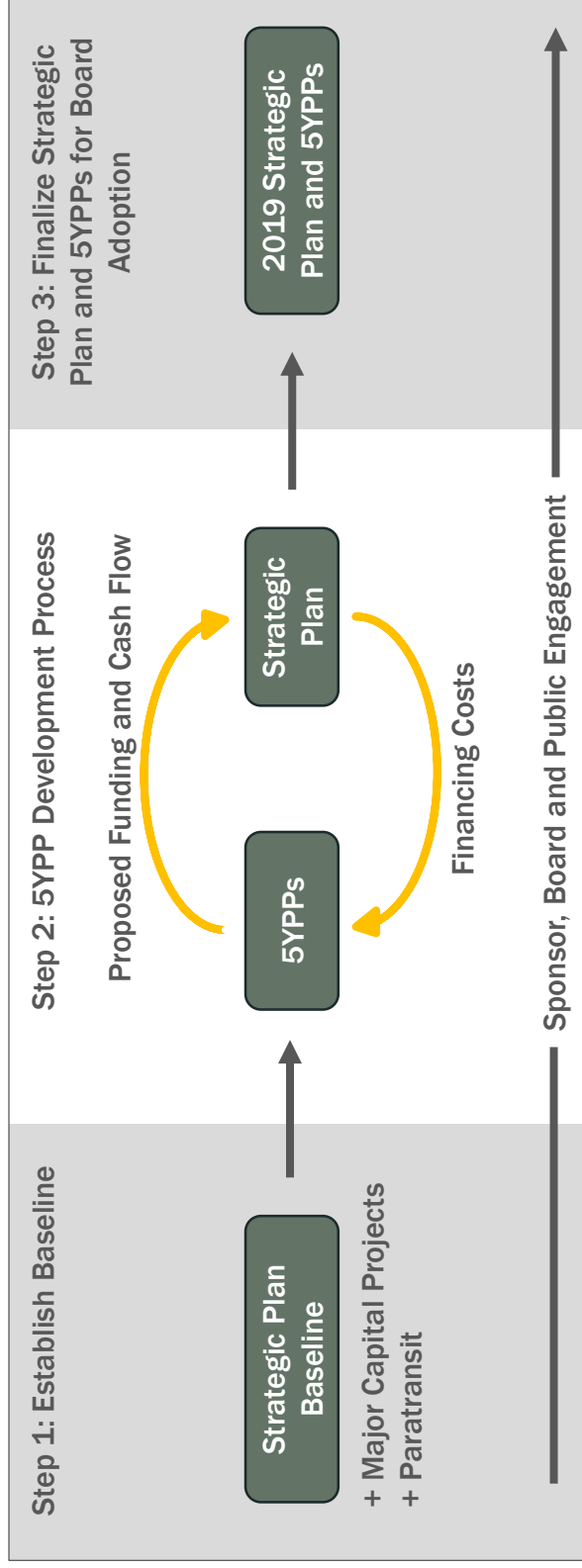
- ▶ **Determines which projects will receive funding over next five years**
- ▶ **Respond to current context**
 - ▶ **Board interests, agency priorities, changing funding landscape**
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
 - ▶ **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

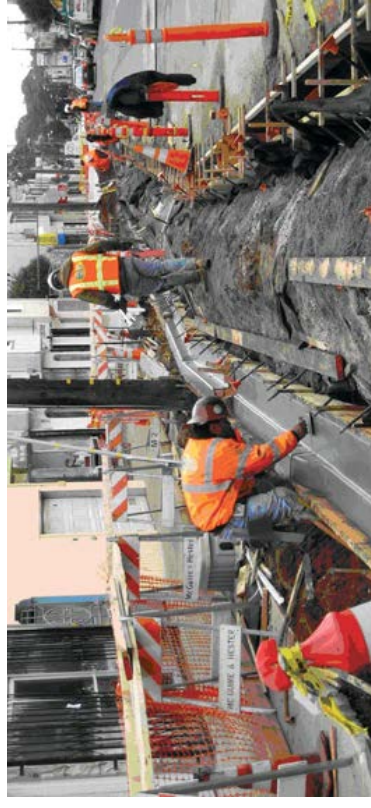
- ▶ For each Expenditure Plan category, Strategic Plan Baseline determines how much Prop K is available by fiscal year through 2034
- ▶ True-up to incorporate actual revenues and expenditures including financing costs since 2014 Strategic Plan update
- ▶ Update revenue projections and debt assumptions
- ▶ 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

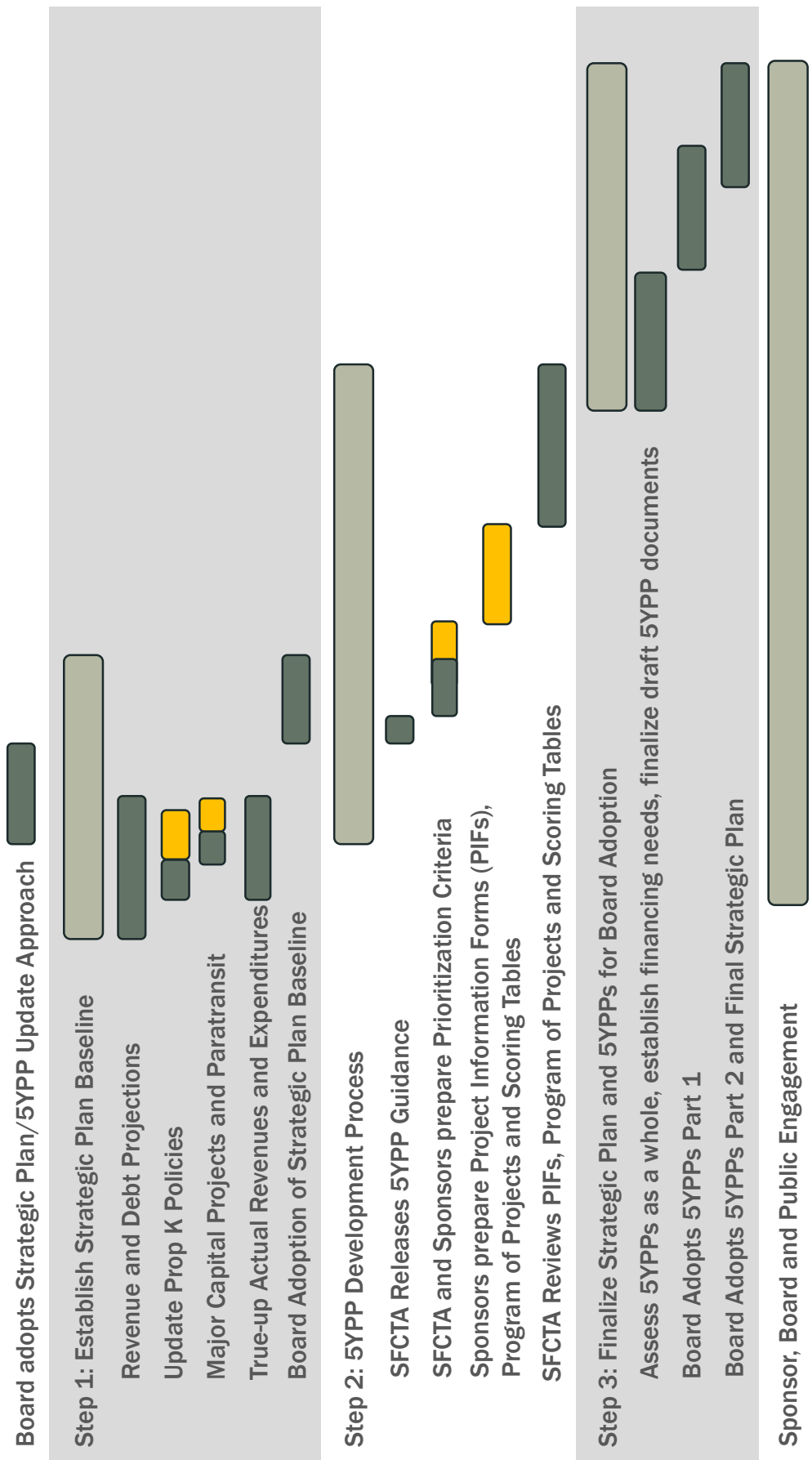
Step 3: Finalize for Board Adoption



- ▶ **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



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 & 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.

Agenda Item 12

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

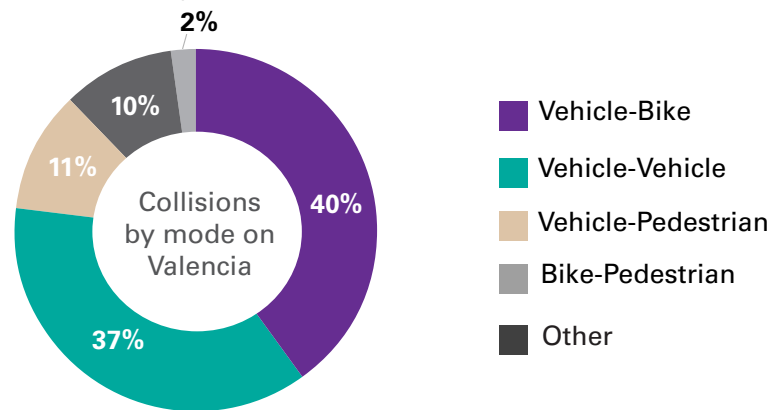
KEY FACTS

- 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.

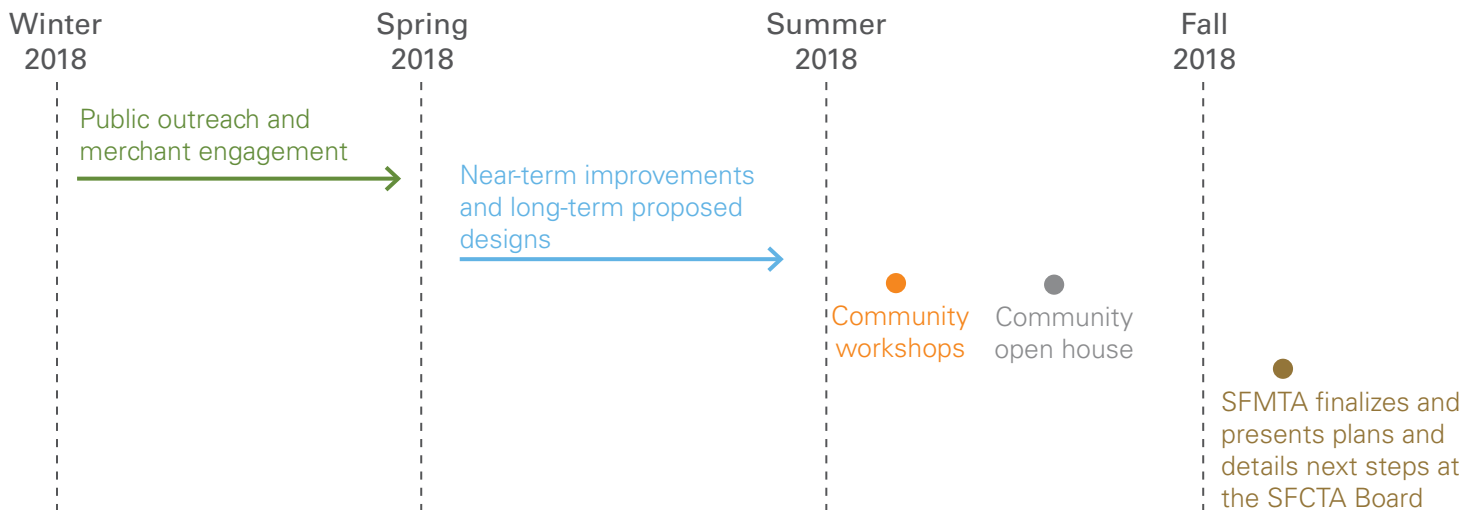


COLLISIONS AT A GLANCE

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!



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Memorandum

Date: March 22, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: April 24, 2018 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the core BRT project is \$189.5 million. The larger Van Ness Improvement Project, totaling \$316.4 million, combines the core BRT project with several parallel projects such as new overhead trolley contacts, signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is using the Construction Manager-General Contractor (CMGC) project delivery method. Currently, utility upgrades are underway. Peter Gabancho, the project manager, will present this item.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

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

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

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

Status and Key Activities.

The project is replacing water, sewer and emergency firefighting water systems (AWSS) at two work zones on Van Ness Avenue to reduce their vulnerability to damage from earthquake and minimize potential service outages. Monitoring hubs are being installed so that portions of the emergency firefighting water system, that supplies more than 1,200 fire hydrants through San Francisco, can be overhauled during this utility phase of construction. One work zone is located on the southbound side of Van Ness Avenue between Sutter Street and McAllister Street and the other work zone is located on the northbound side of Van Ness Avenue between Lombard Street and Jackson Street.

Construction activities since our last update of November 2017 include continuing trenching for duct banks that will power the overhead contact system and other traffic systems. These trenching activities, primarily between McAllister to Eddy streets and between Geary to Post streets, include saw cutting and removal of the sidewalk and roadway and utility pot holing to locate and verify existing utilities. Currently pot holing is underway for future sewer work while Ranger Pipeline, the subcontractor for sewer work, is installing sewer pipe in the two work zones. Crews have surveyed sidewalks on Van Ness Avenue and have done pot holing to assess sub-sidewalk basements. Tree protection continues to be installed in work zones.

Traffic management plans require that construction activities requiring Van Ness Avenue to be temporarily narrowed to one lane be performed at night to maintain worksite safety and minimize traffic congestion. Construction crews are taking measures to reduce nighttime noise by using noise dampening equipment and electric hand tools, coordinating loud activities to limit the period and inconvenience of disruptive noise, as well as starting noisy work early and completing heavy noise work during daytime hours whenever possible. The project team distributes door hangers to properties within 300-feet of night work 72 hours in advance of work. This disruptive utility work along Van Ness Avenue is expected to continue into 2019.

Current Issues and Risks.

The project team continues to work on implementing options from Walsh Construction’s supplemental schedule to accelerate the project, which has fallen behind schedule. The SFMTA and SFPUC have been working closely with Walsh Construction, the prime contractor, to accelerate work by streamlining traffic control plan approvals, and water and sewer reconnection approvals. The SFMTA has also brought additional staff and consultants on board to advance the project.

While Walsh Construction has made certain progress with the activities described above, the extent of underground utility conflicts related to past construction activities along Van Ness Avenue with the proposed sewer alignment is proving to be extremely challenging. These utility conflicts require additional pot holing and coordination between the project team and utility companies to resolve the utility conflicts with the sewer alignments and liability responsibilities. While progress has been made to address these issues, the extent of these utility conflicts pushes back the contractor’s construction schedule from 271 calendar days to 320 calendar days.

Agenda Item 13

Project Schedule and Budget.

The project budget and schedule have been updated: both budget and schedule now include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current projections, revenue service will start in fall 2020 approximately a year delay since construction started.

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

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 – Project Schedule

Attachment 2 – Budget and Expenditures to Date

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

Phase Name	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions)¹	% Complete
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.77	100%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 12.58	100%
Construction (Including Testing/Startup) Contingency)	\$ 158.74	\$ 158.74	\$ 35.44	22.3%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 62.23	32.8%

¹As of February 2018.



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Memorandum

Date: March 20, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 04/24/18 Board Meeting: Late Night Transportation Working Group Phase II Final Report

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>On February 6, 2018, the San Francisco Late Night Transportation Working Group endorsed the final report of its second phase of work to improve late-night and early-morning transportation. These efforts, staffed by the Transportation Authority and the Office of Economic and Workforce Development (OEWD), included planning for improved all-night bus service, conducting surveys to identify late-night neighborhood needs, launching a marketing campaign, and developing an ongoing data monitoring practice. This memo summarizes the work completed, additional recommendations, and next steps from the final report.</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.

In 2014, the Board of Supervisors passed a resolution urging OEWD and the San Francisco Entertainment Commission to launch a Late Night Transportation Working Group comprised of transportation providers, representatives from late-night and early-morning businesses, nightlife advocates, labor unions, and other stakeholders. The Working Group’s purpose was to better understand and address the late-night and early-morning transportation challenges facing San Francisco workers, residents, and visitors.

In February 2015, with the assistance of the Transportation Authority, the Working Group released *The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors*. This report documented the challenges of overnight transportation and identified fifteen recommendations that were distilled into five immediate-term next steps, as follows:

1. Begin a process to refresh and consider expansion of all-night bus service;
2. Use challenge grants to pilot location-specific improvements in neighborhood corridors;
3. Develop and launch a coordinated information campaign on existing services;
4. Regularly monitor all-night transportation metrics to make additional data-driven recommendations; and
5. Continue to convene the Late Night Transportation Working Group.

The report also recommended that the San Francisco Municipal Transportation Agency (SFMTA) should develop shared-ride taxi regulations and that rail service operators should produce white papers documenting constraints to longer rail service hours.

Late Night Working Group Phase II.

Since publication of The Other 9-to-5, the Working Group has met seven times and staff has worked to implement the next steps. The final report on this Phase II, endorsed by the Working Group on February 6, 2018, summarizes the work completed and offers further recommendations to improve late-night and early-morning transportation. Moving forward, the Working Group recommends less frequent meetings of the group to discuss any further developments in this work as they arise.

Service planning.

The Transportation Authority led a comprehensive review of late-night and early-morning travel to, from, and within San Francisco, including an evaluation of existing and potential future Muni, AC Transit, and SamTrans service in the AllNighter network, the regional bus services operating between approximately midnight and 5 a.m. In coordination with the transit operators, the team identified recommendations to improve these services. Recommended changes to Muni service include:

- Splitting the circuitous 91-Owl route and extending service to Daly City to improve reliability and connectivity;
- New service to job centers along the Embarcadero to Fisherman's Wharf; and
- More frequent buses on the busy Geary corridor.

Further recommendations focused on improving AC Transit service to the East Bay, adding new SamTrans service to the Peninsula, and reliability improvements for all operators. All three operators are now working to implement the recommended AllNighter changes, including detailed analysis of potential route changes, planning future outreach, and seeking funding for additional service.

Location-specific improvement surveys.

OEWD led a process to engage two interested business improvement districts, the Lower Polk Community Benefit District and the Union Square Business Improvement District, to gain insight into needs for late-night and early-morning transportation in each area. Based on a survey of overnight employers and employees in both corridors, identified needs included safety and security improvements, pedestrian-scale lighting, and access to real-time transit information. Relevant citywide initiatives underway include the San Francisco Public Utilities Commission's LED streetlight upgrades and the SFMTA's efforts to improve stop signage and amenities. As City agencies and partners pursue future street improvement projects along the AllNighter network, and particularly on streets in the Vision Zero High-Injury Network, the Working Group recommends that staff consider integrating upgrades to address the identified needs for improved overnight safety and security as well as enhanced access to transit information where appropriate.

Information campaign.

In order to address low public awareness of existing all-night transportation choices, OEWD worked with transit agencies to design and implement a marketing strategy and campaign. The strategy included modernization of the AllNighter logo, a new regional system map, and launch of a new AllNighter web portal as part of the Metropolitan Transportation Commission (MTC)'s 511.org. A

Agenda Item 14

multilingual, multichannel information campaign supported by funding from MTC directed audiences to the new website. These efforts yielded dramatically increased traffic to 511.org's AllNighter resources during the campaign. Given this success, the Working Group recommends that transit agencies continue to reuse and periodically refresh the campaign concepts in future efforts to increase awareness of the AllNighter system.

Data monitoring.

Together with transit agency staff and the Working Group, the Transportation Authority developed a set of metrics to track in order to identify and assess trends in overnight transportation performance. The metrics focus on transit ridership, productivity, and reliability. The Transportation Authority plans to conduct biennial monitoring of these metrics on an ongoing basis with support from transit agencies to collect the needed data.

Shared-taxi regulations and rail service white papers.

Working Group staff has coordinated with the SFMTA's Taxi Services Division in its development of mobile e-hail application criteria and cab sharing regulations. The proposed regulations were discussed with, but have not yet been adopted by, the Taxi Task Force.

BART and Caltrain have both produced white papers documenting their constraints limiting late-night service hours, explaining that both routine maintenance and major capital programs preclude their ability to extend service hours. The SFMTA is still working to document the constraints on its rail service hours and expects to produce its white paper in April 2018.

Next steps

Moving forward, the Transportation Authority will continue to coordinate with partners to implement recommendations from these Phase II initiatives, including conducting data monitoring, working with transit operators to identify funds for AllNighter service improvements (such as the underway Lifeline Transportation Program call for projects), and following implementation progress. Staff will also work with the SFMTA to monitor progress on its rail service white paper and location-specific improvements, including inventorying and upgrading signage and amenities at bus stops citywide.

While these San Francisco-led initiatives improved the all-night transportation system, the effort's scope was largely limited to travel to, from, and within the city. The Working Group recommends that future work to improve all-night transit should be truly regional in scope and led by MTC, given its regional role in planning, funding, and interagency coordination. OEWD and the Transportation Authority are currently in discussions with MTC about this potential new role for the agency.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

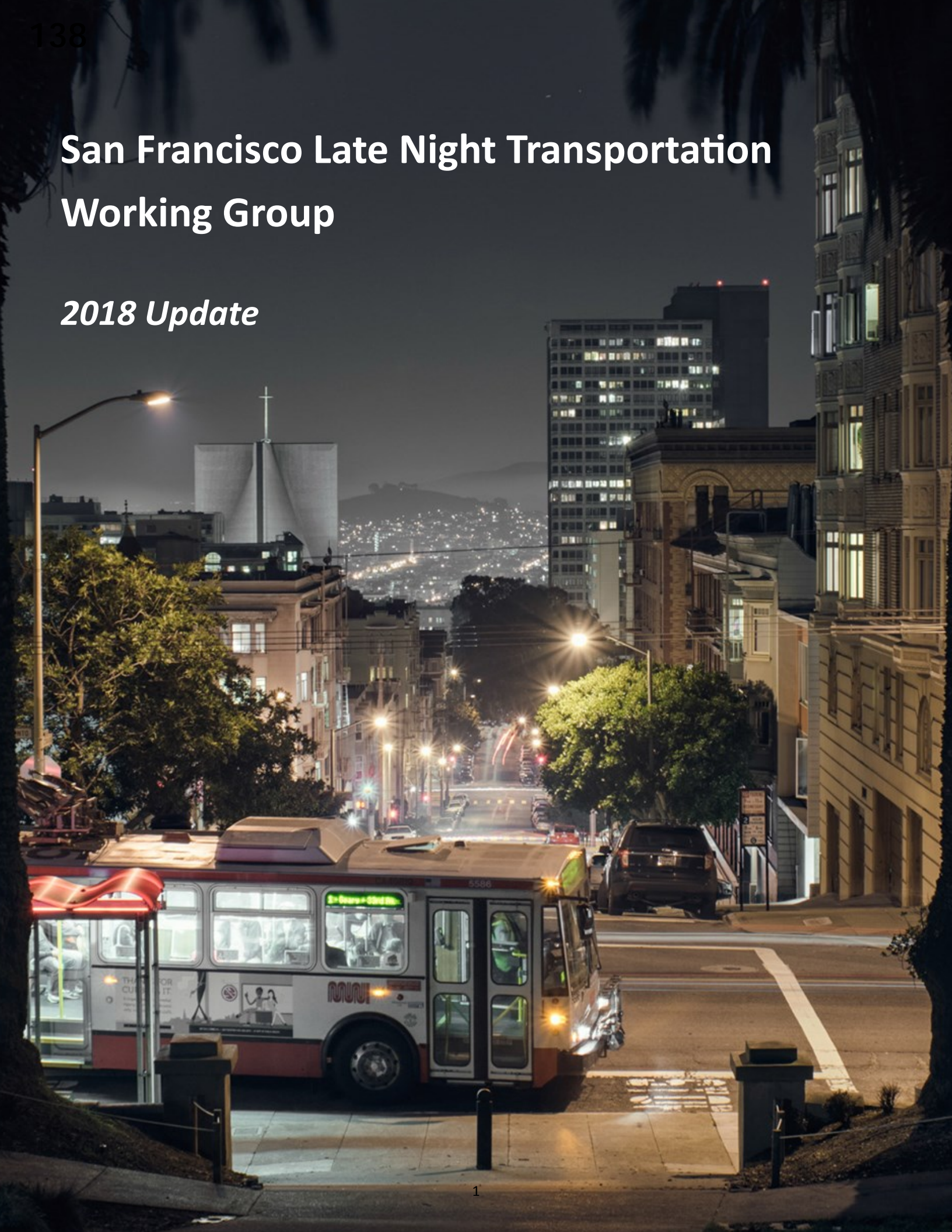
None. This is an information item. The CAC was briefed on this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Report on Phase II of the Late Night Transportation Working Group

San Francisco Late Night Transportation Working Group

2018 Update



San Francisco Late Night Transportation Working Group

2018 Update Report

Introduction

San Francisco is a 24-hour city, with a number of key industries operating outside of the 9am to 5pm workday. The City's nightlife and entertainment sector, for example, generates \$6 billion in consumer spending annually and employs over 60,000 people. Numerous other industries operate overnight, including hotels, hospitals, janitorial and security services, and many production, distribution and repair businesses, among others.

While the industries that comprise the City's overnight workforce are diverse, San Francisco's late-night and early-morning workers share one constant: limited public transportation options that may make their commutes to and from work significantly longer and more challenging than if those trips occurred during traditional daytime commute hours. Whether heading home late at night, or leaving for work early in the morning, workers who travel between 9pm and 5am must contend with unique challenges related to transit availability, personal safety and security, system navigability, and other concerns.

In order to better understand and address the late-night and early-morning transportation challenges facing San Francisco workers, residents, and visitors, in 2014, then-Supervisor Scott Wiener authored a resolution urging the San Francisco Office of Economic and Workforce Development ("OEWD") and the San Francisco Entertainment Commission to launch a Late Night Transportation Working Group ("Working Group") comprised of local transportation providers, representatives from late-night and early-morning businesses, nightlife advocates, labor unions, and other stakeholders.

Following nine months of intensive research and analysis conducted with the assistance of the San Francisco County Transportation Authority ("Transportation Authority"), the Working Group released *The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors* in February 2015. This groundbreaking report identified fifteen recommendations to improve overnight transportation that were distilled into five immediate-term next steps.

Since the publication of *The Other 9-to-5*, Working Group staff has worked to implement all five of the next steps. This report is intended to serve as a final report on this "Phase II" work, as well as to offer some further recommendations to continue to improve late-night and early-morning transportation in the San Francisco Bay Area moving forward.



Implementing the Next Steps from *The Other 9-to-5*

In *The Other 9-to-5*, the Working Group distilled its fifteen recommendations to improve overnight transportation into the following five next steps. The report recommended that Working Group staff:

- Begin a process to refresh and consider expansion of all-night bus service;
- Use challenge grants to pilot location-specific improvements in neighborhood corridors;
- Develop and launch a coordinated information campaign on existing services;
- Regularly monitor all-night transportation metrics in order to make additional data-driven recommendations; and
- Continue to convene the Late Night Transportation Working Group.

In the years since the report's publication, Working Group staff have made significant progress in the simultaneous implementation of all of these next steps, as well as in implementing two other recommendations discussed further in this report.

Next Step #1: Begin a Process to Refresh and Consider Expansion of All-Night Bus Service

As a first step to address our recommendations regarding public transit's availability and coverage during overnight hours, we recommend conducting a comprehensive review of local and regional all-night bus service. The goal of this effort should be to review the current network, propose modifications to the local and regional network serving San Francisco if warranted in light of evolving travel demands and needs, and consider scenarios of local and regional expanded service levels with cost estimates.

Working with Nelson\Nygaard Consulting Associates, the Transportation Authority led a first-of-its-kind comprehensive review of late-night and early-morning travel to, from, and within San Francisco. After conducting a transit demand analysis to identify key work trip origins and destinations during the overnight period between midnight and 5 a.m., the Transportation Authority team evaluated existing AllNighter service (operated by SFMTA, AC Transit, and SamTrans) using service design guidelines that included service availability, ridership, reliability, and legibility. The analysis also incorporated detailed ridership data, highlighting existing routes and segments that are especially productive and those where ridership is particularly low.

Using that research, the Transportation Authority and Nelson\Nygaard developed a set of local and regional service improvement concepts across the several transit agencies. Working with service planning staff from the transit operators, the team identified several tiers of recommendations for improvement of overnight transit service, including both cost-neutral and cost-incurring proposals. These concepts were subsequently presented to the Working Group for their review and endorsement.

Highlights from the Working Group's service planning recommendations include:

- Splitting Muni's circuitous 91-Owl route and extending service to Daly City to improve reliability and connectivity;
- New service to job centers along the San Francisco Embarcadero to Fisherman's Wharf;
- More frequent buses on the busy Geary corridor;
- Reconfiguring service on AC Transit's 800 Transbay route and connecting the 801 and 802 routes to better align with ridership demand between major destinations;
- New SamTrans pilot service in the dense residential and employment corridor between Daly City and Millbrae; and
- Ongoing monitoring and improvements to on-time performance for all overnight transit operators.

A memorandum, dated November 28, 2016, provides further details regarding these recommendations as well as additional, lower-priority recommendations. This memo is available as an appendix.

Moving forward, transit agencies should work to implement cost-neutral recommendations as expeditiously as possible. Additional steps for agency staff will likely include detailed service planning, outreach to affected riders, and securing necessary agency approvals. Working Group stakeholders should work with operators to identify potential funding sources to support the adoption of cost-incurring service recommendations. These sources could include transit agency operating budgets (to the extent funds are available), the Regional Measure 3 bridge toll increase (if passed by voters), and the Metropolitan Transportation Commission's Lifeline Transportation Program.

Notably, all three transit agencies currently operating all-night service in San Francisco have already begun more detailed service planning and implementation steps to move forward with the Working Group's recommendations. SamTrans is currently operating a one-year pilot overnight route between Daly City and the San Francisco International Airport (SFO) that is aligned with the Working Group's recommendations. SFMTA and AC Transit are both in the process of developing more detailed cost estimates for the Working Group recommendations and determining which they will be able to move forward in the near term using their existing operating budgets. These improvements would be in addition to recent service expansions implemented prior to completion of the Working Group analysis, including a BART-funded pilot of more frequent AC Transit AllNighter service introduced in 2014 and new Muni Owl routes added in 2016.



Next Step #2: Use Challenge Grants to Pilot Location-Specific Improvements in Neighborhood Corridors

The Working Group has identified a number of location-specific strategies that could be implemented to improve the safety, security, and comfort of traveling through a particular neighborhood, commercial corridor or area. After defining the parameters of a challenge grant program, we recommend identifying at least two corridors or areas to implement improvements during an initial pilot period. The results should include a feasible plan developed in at least two corridors, implementation of short-term items, cost estimates and implementation plans for longer term items, write-ups of “lessons learned,” and an evaluation to inform further rounds of challenge grants.

In November 2015, OEWD launched a Request for Proposals (“RFP”) soliciting proposals from neighborhood stakeholder groups for \$40,000 in challenge grants to support corridor assessments and potential location-specific improvements. Notice of the RFP was posted on OEWD’s website and distributed to all of the San Francisco Community Benefit Districts (“CBDs”) as well as to Working Group members. While several CBD stakeholders expressed interest in applying for challenge grants, no proposals were submitted before the RFP deadline, likely owing to limited capacity to undertake and commit matching funds for such a project.

Following the closure of the RFP period, stakeholders from two districts, the Lower Polk Community Benefit District and the Union Square Business Improvement District, expressed that they remained interested in participating in this project, even though they had been unable to submit timely RFP responses. Given the significant concentrations of late-night and early-morning workers in both neighborhoods, OEWD elected to conduct location-specific assessments in both corridors.

OEWD engaged BAE Urban Economics to develop a survey instrument and survey overnight employers and employees in both corridors, in order to gain insight into the location-specific needs in each area. BAE compiled those survey results, along with additional information about both corridors, into a report issued in September 2016. The BAE report identified several areas of interest among survey respondents, including safety and security improvements, pedestrian-scale lighting, and access to real-time transit information; at the same time, survey response rates were relatively low, due to challenges in securing the participation of overnight workers through their employers.

While neither district engaged in this process has elected to pursue a project based on the results of this survey, several relevant City initiatives are currently underway. For example, the San Francisco Public Utilities Commission is in the process of replacing 18,500 City-owned high pressure sodium streetlights with LED fixtures that will improve street lighting along AllNighter routes and throughout the City. Additionally, SFMTA is currently exploring how to improve its display of real-time information at transit shelters, online, and through other display methods.

Moreover, as City agencies and partners pursue future street improvement plans and projects along bus routes within the AllNighter network, the Working Group recommends that City staff consider the needs identified in the BAE report for improved overnight safety and security as well as enhanced access to transit information

and, to the extent feasible, integrate elements into projects to address these needs. Safety upgrades are particularly important on corridors that are also part of the City's Vision Zero High-Injury Network. Potential improvements could include crosswalk and other pedestrian safety upgrades, increased pedestrian-scale lighting, improvements to bus stop signage and amenities, and access to real-time transit information where appropriate.

For neighborhood and industry stakeholders, BAE's survey instrument has been published online for future use by anyone who is interested in assessing their local workforce's transportation needs.



Next Step #3: Develop and Launch a Coordinated Information Campaign on Existing Services

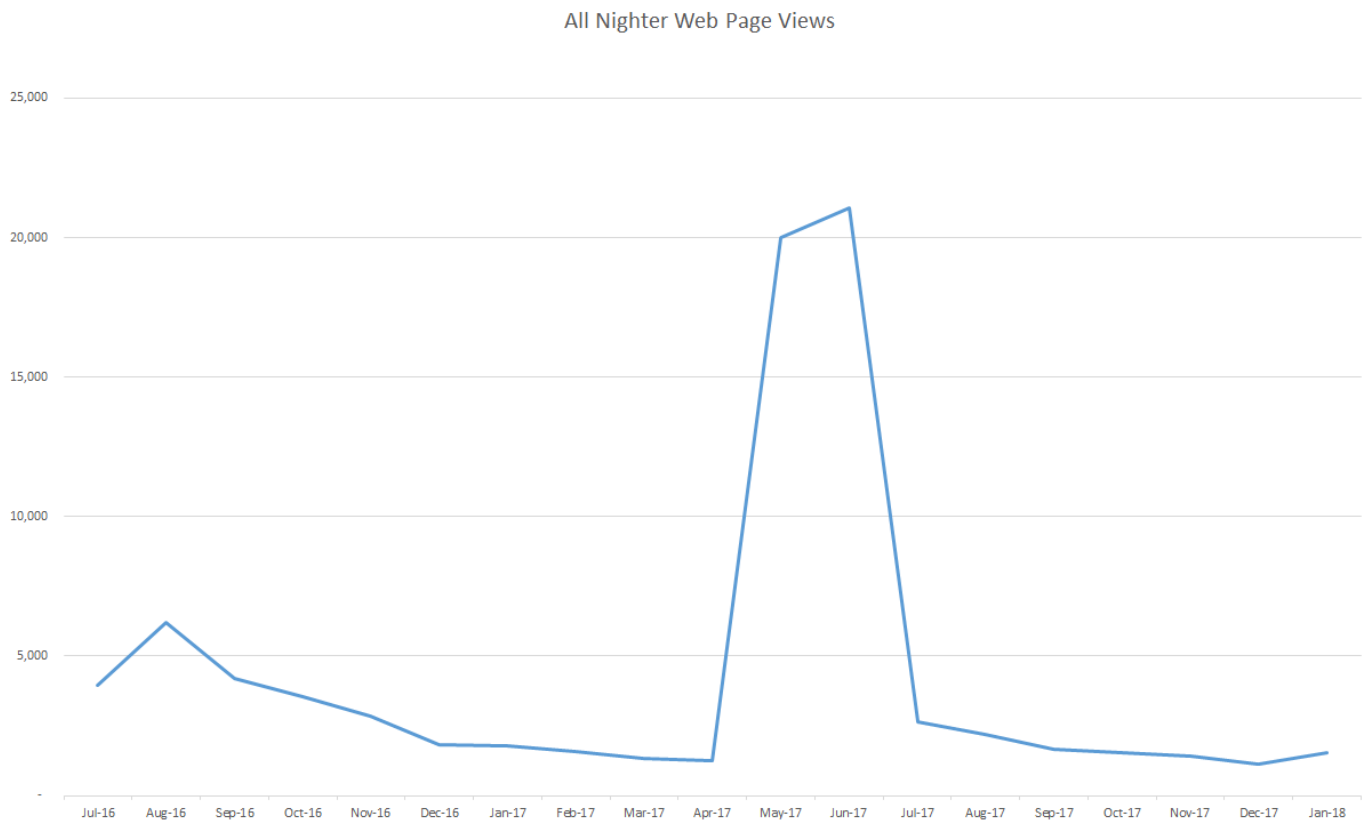
To increase awareness of existing transportation choices, we recommend the development of a coordinated information campaign. This campaign should produce accurate and easy to understand all-night travel information available through multiple communication channels, including physical collateral and signage as well as a flexible, sustainable website with comprehensive travel information.

In order to combat low public awareness of existing all-night transportation choices, OEWD worked with transit agency marketing staff and consultants at Circlepoint to design a marketing strategy targeting late-night and early-morning workers, residents, and visitors. The strategy included the modernization of the AllNighter logo and system map covering Muni, AC Transit, and SamTrans AllNighter routes, and the launch of a brand new AllNighter web portal (<http://allnighter.511.org>) as part of the Metropolitan Transportation Commission's (MTC) redesign of 511.org.

The strategy's core concepts focused on overnight workers, emphasizing the role of AllNighter service for trips to and from work shifts. The strategy's messages were designed to be customizable to reach a variety of different audiences and highlight any of the system's overnight routes. All of the messaging directed audiences to visit the AllNighter page on 511.org for more information.

This strategy was deployed in a multilingual, multichannel information campaign supported by \$200,000 in funding from MTC. The campaign was initially launched at a press conference in August 2016, with a second, larger phase in May and June of 2017.

Over these two phases, the campaign included a cable television commercial, radio advertisements, print ads in neighborhood newspapers, ads on local buses, trains, and in BART and Muni stations, social media promotion, and the distribution of branded collateral to a variety of audiences. These efforts yielded dramatically increased traffic to 511.org's AllNighter resources during both campaign phases.



Given the campaign's success, we recommend that transit agencies continue to reuse – and periodically refresh – the campaign concepts in future efforts to increase awareness of the AllNighter system. The campaign concepts are designed to be evergreen and are being shared with agency marketing staff for their future adaptation and use. Notably, SamTrans recently launched a new pilot overnight bus route using branding adapted from the AllNighter campaign concepts.

Next Step #4: Regularly Monitor All-Night Transportation Metrics in Order to Make Additional Data-Driven Recommendations

Comprehensive data analysis on late-night and early-morning transportation trends (and how those trends compare to daytime conditions) was not possible given the scope and schedule of this effort. For need areas identified related to transit reliability, cleanliness, and safety and security, we recommend that a regular transportation monitoring practice be developed to monitor data and diagnose trends. We recommend a coordinated effort across relevant agencies to define an appropriate set of metrics to collect relevant data, identify trends, and make public reports that are useful and meaningful.

Working with transit agency staff and other stakeholders, the Transportation Authority developed a set of metrics to track in order to identify and assess trends in overnight transportation performance over time. The Transportation Authority has agreed to conduct ongoing data monitoring of these metrics in conjunction with

its biennial updates of the Congestion Management Program, which include a multimodal performance analysis. Transportation Authority staff plans to lead the data analysis with support from transit agencies to collect the needed data; staff is currently developing a project charter to be signed by all of the transit operators in order to establish agreement on the data monitoring process, timeline, metrics, and



roles. The Transportation Authority will release the next round of overnight transportation data monitoring as a follow-on report to the 2017 Congestion Management Program update.

While transit reliability and performance metrics were comparatively easy to develop, it proved infeasible to develop systematic metrics related to transit vehicle cleanliness and safety. With respect to cleanliness, operators expressed that while they had established practices for drivers to clean their vehicles, they did not conduct any systematic data collection or have any objective evaluation standards in this area. Data for safety and security is widely dispersed between transit agencies and various jurisdictions' law enforcement agencies; moreover, accurately and efficiently attributing individual incidents to the transit system (especially off-vehicle incidents, such as those occurring at or near stops) appears untenable.

Moving forward, Working Group stakeholders should monitor the Transportation Authority’s all-night data analyses over time to identify any emerging trends related to overnight transportation. Over time, the Transportation Authority should evaluate the efficacy of the metrics and consider revisions to them as appropriate.



Next Step #5: Continue to Convene the Late Night Transportation Working Group

The Working Group’s efforts to date were very broad in scope, seeking to define all transportation needs affecting overnight travel and feasible strategies to address these needs. Going forward, our work will unfold in more defined channels and some Working Group members will be more interested in and have more expertise to participate in some initiatives than others. We recommend that the Working Group continue to be convened periodically while the more detailed specific initiatives are pursued. We believe that the Working Group should hear about progress in implementing our recommendations, leveraging our collective expertise to resolve obstacles as needed.

The Other 9-to-5 recommended continuing to convene the Working Group, given the important role that the group’s diverse stakeholders played in informing the first phase of overnight transportation work. In total, the Working Group has met twelve times over the past four years. Seven of these meetings occurred during the implementation phase, and the Working Group provided important feedback at every step of the implementation process.

Given the outcomes reached on each of the priority next steps identified above, however, there is less need to convene the Working Group on a frequent basis. At the same time, the group has provided an important and unique public forum in which to discuss and gain feedback on critical issues impacting the overnight workforce. Moving forward, we recommend less frequent meetings of this group, or infrequent meetings of a similarly positioned group convened around late night transportation issues, to discuss further developments in this work as they arise. Future meetings could, for example, review progress in implementing service planning recommendations or evaluate the performance metrics published in the biennial Congestion Management Program reporting.

Additional Working Group Recommendations

1) Produce White Papers Documenting the Operations Constraints Preventing Longer Rail Hours

While a short answer to this question is available on BART's website, greater understanding of the complexities and nuances of this issue is needed to understand whether maintenance innovations or near-term capital investments could enable longer rail hours for each of these services. Such white papers should cover topics including: the considerations involved in periodic decisions to extend hours for special events, the impact of extended service hours on system maintenance and performance, the potential use of single-tracking and skip-stop operations to facilitate maintenance during service hours, improvements to the existing system that could enable limited service during maintenance windows, and the approximate scope and cost of additional studies or other resources needed to better answer these questions. Transportation stakeholders should discuss these papers with the transit operators and decide on any next steps.

Following the release of *The Other 9-to-5*, Working Group staff created a proposed outline for transit agencies to follow in developing their white papers, which was reviewed by the Working Group prior to its distribution to transit agency staff. To date, BART and Caltrain have provided white papers, both of which were reviewed and discussed at a Working Group meeting, with feedback subsequently conveyed to the agencies. Overall, Working Group feedback for both papers focused, to varying degrees, on a desire for further discussion and exploration of future strategies and resources that could be pursued to reduce the length of maintenance hours required of each system, and related constraints on rail system operations.

In January 2018, SFMTA assigned staff to complete the agency's white paper. Staff anticipates the completion of this paper in April, at which point it will be circulated to Working Group members and published online.



2) Develop Shared-Ride Taxi Regulations

The SFMTA should develop shared-ride taxi regulations. In 2013 the SFMTA Board of Directors amended the Transportation Code to enable taxicab drivers to charge a flat rate of up to \$11 per person for trips involving two or more passengers sharing a cab to or from different origins or destinations. Before such a program can be implemented, however, the SFMTA must adopt regulations guiding its development. By reducing the cost of taxi rides for shared trips, a shared-ride program would better enable all-night travelers to afford taxi rides. Such a program would work best with a smartphone taxi-hailing app that could facilitate shared rides among people with similar origins or destinations and enable easy payment of shared fares.

Since the Working Group's formation, staff has worked with taxi industry stakeholders to identify potential opportunities and barriers related to shared-taxi ride services. Staff worked to support SFMTA's Taxi Services Division in its development of mobile e-hail application criteria, which include a requirement for the application to provide a shared ride option, as well as the development of cab sharing regulations. The proposed regulations were discussed with, but have not yet been adopted by, the Taxi Task Force.

Moving Forward

Through the work described above, the Working Group has made significant progress to improve overnight transportation for San Francisco workers, residents, and visitors. At the same time, substantial future work is required in order to achieve the robust local and regional all-night transportation vision first articulated in *The Other 9-to-5*.

Moving forward, transit agency operators and other Working Group stakeholders can continue to fulfill the Group's recommendations through the following actions:

- Working to implement the cost-neutral recommendations identified in the Working Group's service planning work;
- Identifying funding streams to support implementation of the cost-incurring transit improvements, and any other improvements that could increase the coverage, frequency, speed, reliability, and productivity of AllNighter service;
- Providing insights about overnight travel needs to inform future streetscape projects;
- Continuing to promote the availability of the AllNighter system through awareness-building efforts;
- Reporting relevant data to the Transportation Authority for inclusion in its regular analyses of all-night transportation performance, and using trends in those metrics to inform policy decisions;
- Championing system improvements that could facilitate additional hours of service by rail providers; and
- Continuing to participate in the Late Night Transportation Working Group as appropriate.

Additionally, as the landscape of emerging transportation services continues to evolve, transit agencies ought to consider whether some form of public–private partnership with taxis, transportation network companies, carpooling systems, shuttle providers, or other services might boost access to local transit hubs or better address first and last mile challenges to increase use of the existing AllNighter system.

Such an analysis was beyond the scope of the Working Group’s efforts. Notably, the Transportation Authority is currently conducting a set of Emerging Mobility Services and Technologies studies to develop a policy framework and evaluate how new transportation services are serving the City’s needs, and is considering late night travel as part of that evaluation.

More broadly, the Working Group’s efforts over the past three years make a strong case for a sustained, regional investment in improving our all–night transportation system. While the Working Group was initially formed by San Francisco stakeholders to improve late–night and early–morning travel to, from, and within San Francisco, future work to improve all–night transit should reflect a truly regional approach and should be led by a regional transportation planning agency with strong expertise in transit funding and interagency coordination.

After careful consideration, we recommend that this work would be best led by staff at MTC, the transportation planning, financing and coordinating agency for the nine–county San Francisco Bay Area.

Future work should include applying the Working Group’s transit productivity methodology to evaluate the needs of overnight workers traveling exclusively within the East Bay and the Peninsula (who were not included in the service planning analysis conducted by Working Group staff), coordinating the implementation of future information campaign efforts to promote the AllNighter system, identifying funding opportunities, facilitating interagency coordination to advance long–term regional efforts, and convening future meetings of the Late Night Transportation Working Group.

Over the last several years, the Working Group has provided an important platform to unite diverse stakeholders to advocate for a vision of 24–hour, reliable, efficient, and safe transit service for local workers, residents, and visitors. Through our work to–date, we have reached a number of significant milestones in improving overnight transportation in the Bay Area. With continued focus, further substantial progress can be made toward achieving this vision.

Report prepared by Benjamin Van Houten, Office of Economic and Workforce Development, and Colin Dentel–Post, San Francisco County Transportation Authority, April 2018

Appendices

Transit Service Planning Memoranda:

- *Late Night Transit Study Phase II – Service Improvement Recommendations* (November 28, 2016): http://nightlifesf.org/wp-content/uploads/2016/12/Late-Night-Transit-Refined-Service-Concepts_FINAL.pdf
- *Late-Night Transit Service Evaluation – Final* (September 14, 2016): <https://www.dropbox.com/s/advy3so2o278ich/Late-Night-Transit-Service-Eval-Memo-FINAL.pdf>
- *Late Night Transit Demand Initial Findings – Final* (May 9, 2016): <http://nightlifesf.org/wp-content/uploads/2016/06/Late-Night-Transportation-Demand-Analysis-Key-Findings.pdf>

White Papers:

- *Caltrain Late Night Service White Paper*: <http://nightlifesf.org/wp-content/uploads/2016/11/Caltrain-Late-Night-Service-White-Paper-Draft.pdf>
- *BART Discussion Paper & Technical Supplement for San Francisco Late-Night Transportation Working Group* (September 6, 2016 & October 3, 2016): http://nightlifesf.org/wp-content/uploads/2016/11/BART.LateNight.20161003.Text_.pdf

BAE Urban Economics report *Late Night Transportation: Pilot Neighborhood Needs Assessments* (August 31, 2016): <http://nightlifesf.org/wp-content/uploads/2016/11/Location-Specific-Assessment-Report.pdf>

2016 information campaign press release and campaign collateral (August 5, 2016): <http://nightlifesf.org/new-campaign-to-increase-awareness-of-late-night-and-early-morning-bus-network/>

The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors (February 23, 2015): <http://nightlifesf.org/the-other-9-to-5-improving-late-night-and-early-morning-transportation-for-san-francisco-workers-residents-and-visitors/>

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