



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

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

Clerk: Alberto Quintanilla

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At the January 2017 Board meeting, Chair Peskin called for the Board to enter into a contract for independent analysis and oversight services to aid on a variety of potential areas as a means of supporting Transportation Authority Commissioners and their staffs in assessing the agency's effectiveness and efficiency in achieving its mission. In July 2017 the Board awarded a professional services contract to Sjoberg Evashenk Consulting Inc., with a focus on gaining an initial understanding of three functional areas of analysis: 1) Prop K Capital Program Summary; 2) Budget Review and Analysis; and 3) Prop K Sponsor Reimbursements.

Other Items

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| 13. | 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. |
| 14. | Public Comment |
| 15. | Adjournment |

Board Meeting Agenda

*Additional Materials

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 27, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

CAC members present: Myla Ablog, Becky Hogue, John Larson, Peter Sachs, Peter Tannen, Chris Waddling and Rachel Zack (7)

CAC Members Absent: Kian Alavi, Hala Hijazi, Brian Larkin (entered during Item 9) and Shannon Wells-Mongiovi (4)

Transportation Authority staff members present were Anna LaForte, Warren Logan, Maria Lombardo, Mike Pickford, Oscar Quintanilla, Alberto Quintanilla, Steve Rehn, Aprile Smith, Mike Tan, Eric Young and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Larson introduced and welcomed new District 3 CAC representative, Rachel Zack. He reported that there would be a Vision Zero Ramps open house on Tuesday, July 31 at Bayanihan Center at 1010 Mission Street. He said the project team had been working to improve street safety at 10 intersections in the South of Market neighborhood where freeway on- or off-ramps met city streets. He said the project team had spent the past few months gathering community feedback by meeting with the community and had collected more than 800 surveys.

Chair Larson reported that the Salesforce Transit Center had opened for limited Muni service on Saturday, June 16 and the full Transit Center would be opening in August 2018. He said the Transportation Authority was working in collaboration with the community, the San Francisco Municipal Transportation Agency (SFMTA), and developers to identify near-term, non-infrastructure solutions that improve sustainable travel options for District 10 residents and visitors alike. He said there were three scheduled transportation design lab workshops scheduled for Saturday, June 30 at Bayview Hunters Point YMCA, Sunday, July 8 at CYC Bayview, and Thursday, July 12 at El Centro.

Chair Larson reminded the CAC to provide Alberto Quintanilla, Clerk of the Board, with their list of preferred July meeting agenda items by Friday, June 29.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the May 23, 2018 Meeting – ACTION
4. Adopt a Motion of Support for a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program – ACTION
5. Adopt a Motion of Support for the BART Perks Evaluation Findings Document –

ACTION

Camille Guiriba, Transportation Planner, presented the item per the staff memorandum.

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Tannen, Waddling, and Zack (7)

Absent: CAC Members Alavi, Hijazi, Larkin and Wells-Mongiovi (4)

6. State and Federal Legislation Update – INFORMATION**7. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION****8. Citizens Advisory Committee Appointment – INFORMATION**

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Rachel Zack.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larson, Sachs, Tannen, Waddling, and Zack (7)

Absent: CAC Members Alavi, Hijazi, Larkin and Wells-Mongiovi (4)

End of Consent Agenda**9. Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan Baseline, Allocation of \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriation of \$600,000 for One Request – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, and Luis Zurinaga program management oversight consultant for the Transportation Authority, presented the item per the staff memorandum.

Peter Tannen asked if the increased use of Transportation Network Companies (TNCs) and decreased use of taxi services would affect the ramp taxi incentive program.

Annette Williams, Manager Accessible Services Program at SFMTA, said in terms of the sedan service the effect was positive because there was less demand for service and a greater emphasis on paratransit trips. She said there had been a negative effect on the accessible taxi service and that it had become difficult to recruit drivers. She said the reason for the ramp taxi service incentive program was to compensate drivers that took on the additional cost of upgrading their vehicles with ramps.

Rachel Zack stated that the city of New York had a program centered around accessibility and TNCs and asked if the city had a similar program.

Ms. Williams said one of the difficulties in California was that TNCs were regulated at the state level and not at the city level. She said the city was working with the state legislature to attempt to have an influence with the California Public Utilities Commission regarding accessibility for members of the public with disabilities.

Ms. LaForte referred the public to Senate Bill (SB) 1376, sponsored by California Senator Hill, that was included in the meeting packet under Agenda Item 6.

Roland Lebrun stated that he supported paratransit request and the appropriation of \$600,000 for oversight and project delivery support for the Caltrain Downtown Extension (DTX). He spoke in opposition of the approximately \$10 million Prop K requests from the Transbay Joint Powers Authority for the DTX and asked the CAC to defer their vote until Item 12 was presented. He said there was another alignment that would save \$4 billion.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Tannen, Waddling, and Zack (7)

Nays: CAC Member Sachs (1)

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

10. Adopt a Motion of Support for the Allocation of \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request – ACTION

Oscar Quintanilla, Transportation Planner, and Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

Myla Ablog commented that the Geary Bus Rapid Transit (BRT) project had begun construction in District 5 and that she was happy to see outreach in the neighborhoods, which garnered interest from neighbors. She said she had participated in an SFMTA transit riders' union ride audit and that the SFMTA had implemented some of the suggestions right away. She noted that the traffic calming project in her neighborhood, from a few years ago, was still receiving positive feedback.

Brian Larkin said he was unclear if the presentation was related to the Geary Rapid Project east of Palm Avenue and Stanyan Street or related to the central running Geary BRT. He asked if the presentation was entirely related to the Phase 1 Geary Rapid Project.

Mr. Dentel-Post said the environmental request was for both phases of the project and the fiber optic construction request was only for phase 1 of the project. He said the fiber optic construction request would run the Stanyan Street to Market Street section of the corridor.

Brian Larkin asked if the fiber optic construction request was for signal preempt or signal hold.

Daniel Mackowski, Project Engineer at the SFMTA, said the proper term was transit signal priority on the corridor and the fiber optic construction make it more reliable.

Brian Larkin said the current transit signal priority did not work well and frankly, he could not tell if it existed. He asked how many rounds of comments the Federal Transit Administration (FTA) provided on the environmental document.

Mr. Dentel Post said it depended on how one counted, but that the FTA provided about 8 rounds of comments during the federal environmental review.

Mr. Larkin asked if the FTA added new comments with each review round or requested that previously identified concerns be re-evaluated or if it was a combination of both.

Mr. Dentel-Post said that it was a combination of both. He said the FTA provided three types of comments: they raised additional questions after staff had replied to an earlier comment, they gave new comments on sections that were previously not commented on until much later in the review process even though the text hadn't changed, and lastly, they provide direction but later reversed course.

Mr. Larkin asked if there was a way to document what appeared to be excessive reviewing and

asked if the FTA had a means to receive feedback. He asked for the status of the Geary BRT law suits.

Mr. Dentel-Post said with respect to the California Environmental Quality Act (CEQA) litigation, the Transportation Authority has been trading briefs with the petitioners with a court date set for August 9. He said that the judge is supposed to provide a decision within 90 days. He said the records litigation should be wrapped up shortly.

Mr. Larkin asked how the records litigation was related to the Prop K requests.

Mr. Dentel-Post said the records litigation was regarding the Geary BRT project and what records the Transportation Authority was required to provide to the public.

Chris Waddling requested that the BART Balboa Park Station Area Improvements be severed due to conflict of interest.

Chair Larson approved the motion to sever the BART Balboa Park Station Area Improvements without objection.

Peter Tannen asked given the issues of the Van Ness BRT project had the SFMTA learned any lessons prior to construction of fiber optics for the Geary BRT project.

Mr. Mackowski said a lesson learned that was being applied to the Geary BRT project was to have two separate projects. He said the San Francisco Public Utilities Commission (SFPUUC) had a contract with sewer, water and fiber optic cables and that there would be a separate contract to do the surface work like traffic signals, bulbs and paving. He said that would help with cost and lessen the construction impact.

Peter Tannen asked what the SFMTA did with traffic calming requests that went beyond installing speed humps and whether the more expensive options were being employed enough to impact the program budget.

Patrick Golier, Traffic Calming Program Manager at the SFMTA, said the traffic calming program managed vehicular speed mid-block in neighborhood streets and the speed humps were the most effective to slow speeds. He said the speed humps were relatively inexpensive and did not require any tradeoffs like removal of parking spaces. He said every street that was considered by the program went through an engineering review and that the program received around 50 applications a year. Mr. Golier noted that in his experience, relatively few of the more expensive interventions were needed.

Peter Tannen referred to the Balboa Park Station diagram provided in the Item 10 enclosure and asked how the curbless shared street in alternative 2 would be used when not closed for vehicles.

Tim Chan, Project Manager at BART, said the current passenger drop off lanes had vehicles entering through Niagara Avenue and exiting through Geneva Avenue. He said the project aimed to remove entry and exit off Geneva Avenue because it had been a pedestrian safety problem. He said the creation of a passenger drop off roundabout where all vehicles entered and exited off Niagara Avenue would lead to better pedestrian safety. He explained that passenger drop off activity was at its peak during weekdays and that the curbless shared street would could be used for events such as a farmer's market on the weekends. He said other locations would be available for weekend drop off on Ocean Ave and San Jose Avenue. He noted community concern on spill over parking and spill over drop offs would be remedied by creating drop off and pick up zones.

Chris Waddling asked if the curbless shared street would be open for passenger drop off during the week or would be only used for events on the weekend.

Mr. Chan said the passenger drop off area would be available to BART and Muni riders throughout the week, but that there could be periods on weekends when the drop off area would be blocked off for community events. He added that bollards would be installed to differentiate between the pedestrian pathway and vehicle drop off zone.

Mr. Waddling asked what kind of traffic controls would be implemented for the exit and entry off San Jose Avenue.

Mr. Chang said BART was working with the SFMTA to conduct a traffic study and environmental analysis. He said there were early conversations discussing traffic calming strategies, like signaled crosswalks, at the intersection of Niagara and San Jose Avenues.

During public comment Jackie Sachs spoke against the Geary BRT project and spoke in favor of a Geary Street light rail. She said she had been advocating for a Geary Street light rail since 1986 and believed that the public would prefer a light rail over the Geary BRT.

Edward Mason asked what revisions would be available for the Muni M Line that dropped off passengers on San Jose Avenue before entering the yard for its turnaround. He asked if the Balboa Park Station's proposed vehicle entrance and exit on Niagara and San Jose Avenues would impact the Muni M Line that stopped in the middle of San Jose Avenue.

David Pilpel was concerned with the closure of the Balboa Park Station access road that would impact both BART and Muni passengers. He said Muni's M and K Lines both used that access road to turn a loop and would be forced to use other routes if the access road were to be closed.

Ms. LaForte said the District 11 Neighborhood Transportation Improvement Program (NTIP) Planning project would be looking at safety improvements in the vicinity of the San Jose/Geneva intersection as well as operational issues for the M-Line on San Jose Avenue including the M-Line terminus, and recommended having the SFMTA project manager present at a future CAC meeting as an update on the NTIP project.

Mr. Chan said BART would continue to confer with the SFMTA on these issues during the design phase.

Maya Ablog moved to approve the underlying item, seconded by Peter Sachs

The underlying item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (7)

Abstain: Zack (1)

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

Peter Tannen moved to approve the severed request for BART Balboa Park Station Area Improvements, seconded by Peter Sachs.

The severed item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs and Tannen (6)

Abstain: Waddling and Zack (2)

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

Chair Larson called Items 11 and 12 together.

11. Update on the Rail Alignment and Benefits (RAB) Study – INFORMATION

12. Adopt a Motion of Support for the Pennsylvania Alignment as the Preferred Alternative

for Grade Separations at 16th Street and Mission Bay Drive on the Approach to the Caltrain Downtown Extension – ACTION

Luis Zurinaga, program management oversight consultant for the Transportation Authority, and Jeremy Shaw, Senior Planner at San Francisco Planning, presented the item.

Peter Sachs asked if it was feasible to save \$4 billion on the Downtown Extension (DTX) Prop K request from Item 9.

Susan Gygi, RAB Program Manager at San Francisco Planning, said they would be looking at ways to integrate Pennsylvania Avenue with DTX and would look at potential cost savings through the implementation of a longer tunnel bore. She said it was too early to provide a definitive answer but would have a better idea after conducting engineering and environmental reviews of the Pennsylvania Avenue extension.

Chris Waddling asked if the locations of the two potential railyard relocation sites could be shared and what impacts they would have on those communities.

Ms. Gygi said there was one location inside the city and the other located outside the city. She said the city did not own all the land for the two potential sites and that Caltrain still needed to complete their business assessment plan and blended service plans with highspeed rail, which would provide information about Caltrain's needs with respect to the yard. She said the locations could not be shared until further along in the project.

Chris Waddling said he could not vote in favor of the project without knowing which communities would be affected by the relocation of the railyard.

Mr. Zurinaga clarified that the action being requested was for the alignment and not locations of the railyard sites.

Chris Waddling said he did not agree and that the locations should be shared before a vote could be taken on the alignment of DTX.

Maya Ablog asked why the endorsement of the Pennsylvania Avenue alignment was being requested at this moment. She said she would have to carefully review the report before deciding whether to approve the item.

Maria Lombardo, Chief Deputy Director, said the potential selection of the Pennsylvania Alignment worked with the current railyard location or with a relocated railyard. She said the alignment did not presume what would happen to the yard. She said there was no immediate deadline or requirement to get an endorsement but that there was strong interest in getting trains to the Salesforce Transit Center. She said solidifying the Pennsylvania Alignment as the preferred alternative would send a clear message to the Transbay Joint Powers Authority (TJPA) and any private or public funders that might be interested in funding the project.

Ms. Gygi said that it was not known if Pennsylvania Alignment alternative would allow for the railyard to stay on 4th and King Streets.

Peter Sachs said that he had searched on Google maps and had found two possible locations for the new railyards; one in the Bayview and another outside the city in Brisbane.

Chair Larson said he understood the reluctance to not share possible sites until a final decision had been made and referred to land issues with the Quint-Jerrold Connector road project. He asked what would happen to the tunnels and rails that would be no longer in use if the Pennsylvania Alignment was selected.

Ms. Gygi said the Caltrain alignment north of 21st Street was on an easement owned by Caltrans

and would go back to Caltrans and south of 21st Street Caltrain owned their own alignment. She said it was not known what would happen to the tunnels and that the RAB had not investigated this.

Mr. Zurinaga said many years of evaluation determined the Pennsylvania Alignment as the preferred alignment and that the concerns raised by the CAC would be discussed and resolved during the preliminary engineering and environmental phases of the project.

During public comment Roland Lebrun referenced the Planning Departments presentation and stated that the \$10 million being requested was to construct the downtown extension from 16th Street to the Salesforce Transit Center. He said that there was an additional alternative that would save the city \$4 billion. He said the reason for the high cost was because of the alignment and bend on Townsend Street that would not allow for the same tunneling construction to be used. He suggested the use of the 7th Street alignment that allow would only require one tunneling construction.

Mr. Zurinaga said that the 7th Street alignment had been looked at multiple times and been rejected because of the complexity to build around and under city buildings. He said the alignment of the project had been carefully looked at for the last 14 years by industry experts.

David Pipel agreed that a vote should not be taken on the item until there was more information on how the relocation of the railyards would impact the city. He spoke against the support of the Pennsylvania Alignment and advocated for the Caltrain extension to downtown. He said that other alignments should be evaluated.

Peter Sachs indicated that he would be opposing the item, noting that on page 17 of the report where it summarizes pros and cons of the Pennsylvania alignment, the report stated that it requires relocation of the yard. Mr. Sachs also expressed interest in learning about the history of the 7th street alignment.

Chair Larson said it would be helpful to have a presentation on the 7th Street alignment to have a better understanding why the proposed project was rejected.

Brian Larkin moved to continue item 12, seconded by Peter Tannen.

Item 12 was continued by the following vote:

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

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

13. Adopt a Motion of Support for the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects – ACTION

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

Rachel asked how much was spent last year on the Emergency Ride Home program and for how many years the 2 DC Fast Chargers parking spots would be reserved for Maven carshare vehicles.

Mr. Quintanilla said the Emergency Ride home program received around \$30 - \$40 thousand each year and that the 2 DC Fast Chargers parking spots were owned by the city and dedicated to carshare programs. He said according to TFCA policy the Off-Street Car Share Electrification project would need to function for 3 years before being evaluated by the SFMTA and the San Francisco Environmental Department.

Peter Tannen referred to the Ford GoBike Memberships for San Francisco State University Students program and asked what the definition was of a Pell-Grant eligible student.

Ms. LaForte said it was a federal grant program and would provide greater detail after reviewing the eligibility requirements.

Chair Larson asked how the Emergency Ride Home program reduced the pollution level of clean air.

Mr. Quintanilla said the program strived to encourage people to rely on sustainable transportation modes if ever in an emergency.

During public comment Michael McDougal said the Emergency Ride Home program had made a difference in his life and supported the item.

Chris Waddling moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

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

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

14. Adopt a Motion of Support for the Emerging Mobility Evaluation Report – ACTION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Sachs asked if the framework was scalable to additional autonomous technologies like drones. He said drone companies would seek city approved landing spots and clearances soon and recommended having regulations set in place.

Mr. Logan said the Transportation Authority was working with the SFMTA on their autonomous vehicles strategy, which currently incorporated sidewalk robots, and were in communication with the Department of Motor Vehicles (DMV) and the SFPUC regarding autonomous vehicles carrying passengers. He said the guiding principles of the report were scalable.

Rachel Zack stated she would be recusing herself from the vote.

During public comment David Pilpel asked if the report's cover memo could include the city's adopted drone policy and the emerging technologies task force led by Naomi Kelly of the City Administrator's Office.

Edward Mason asked for collaboration with the San Francisco Department of the Environment to study increased air pollution because of TNCs.

Mr. Logan said the Transportation Authority was working with the San Francisco Department of the Environment and other city agencies to study with impacts of ride hailing companies.

Mike McDougal spoke in favor Emerging Mobility Evaluation report.

Becky Hogue moved to approve the item, seconded by Chris Waddling.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (7)

Abstain: Rachel Zack

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

15. Update on the District 10 Mobility Study [NTIP Planning] – INFORMATION

Rachel Hiatt, Principal Planner, presented the item staff memorandum.

Chris Waddling said he had not seen outreach for workshops and asked if it had been publicized.

He requested a link to share the workshops on social media.

Ms. Hiatt said that outreach had been done and she would follow up to make sure the workshop dates were being shared with the public.

Eric Young, Senior Communications Officer, said District 10 community groups had been contacted through phone and email, posters were handed out local shops and the workshops had been shared through social media. Mr. Young said he would share the social media link to Mr. Waddling.

The CAC lost quorum at 8:14 p.m. during Item 15. The meeting was adjourned. Chair Larson continued the meeting as a workshop with any presentations or public comment not on the record.

The CAC regained quorum at 8:16 p.m. during Item 15. Chair Larson called the meeting to order.

During public comment David Pilpel stated that the SFMTA, Department of Public Works and SFPUC would start an employee shuttle service. He noted the importance of having public transportation to and from District 10 and highlighted Muni lines that needed improvements. He asked if the CAC could connect with District 10 Board of Supervisor candidates.

16. Introduction of New Business – INFORMATION

There were no new items introduced.

17. Public Comment

Jackie Sachs said Supervisor Tang suggested bringing back school buses. She said school buses would free up public buses during school commute hours.

The CAC lost quorum at 8:23 p.m. during Item 17. The meeting was adjourned. Chair Larson continued the meeting as a workshop with any presentations or public comment not on the record.

18. Adjournment

The workshop was adjourned at 8:29 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, June 26, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

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

Absent at Roll Call: Commissioners Kim (entered during Item 2), Yee (entered during Item 2) and Safai (entered during Item 12) (3)

2. Chair's Report – INFORMATION

Chair Peskin reported the passage of Regional Measure 3 in this past June election and stated that two-thirds of San Francisco voters supported the increase in bridge tolls that would generate \$4.5 billion in transportation improvements region-wide. He said the measure passed with 54% support regionally, which he felt demonstrated San Franciscans willingness to do their fair share to pay for infrastructure. He said the funds would be critical to many congestion relief projects and programs, which included new BART and Muni cars, the Caltrain Downtown Extension, expanded ferry service, Bay Trail improvements, Safe Routes to Transit and studies for a second Transbay Rail Tube.

Chair Peskin stated that in an era of limited Federal funding for transportation, regional funds were needed to match with State and local dollars to deliver major capital improvements. He said not everyone agreed with investing in infrastructure and noted the effort to repeal the Senate Bill 1 (SB1) state gas tax that was passed last year and qualified for the November 2018 ballot. He said SB 1 was a 12 cent per gallon gas tax increase and raise in vehicle registration fees that generated \$5 billion annually statewide and over \$60 million per year in formula funds for road and transit improvements in San Francisco. He said millions more went to active transportation and congestion relief projects through competitive grant programs - with SB 1 grants awarded to BART, Muni, Caltrain, AC Transit zero-emission Transbay buses and bicycle and pedestrian safety improvements on Geneva Avenue, Jefferson Street as well as Vision Zero intersections across the city. He said SB 1 funds could only be spent on transportation as voters in June passed Prop 69 which dedicated the funds and ensured they would not be diverted.

Chair Peskin reported that the Transportation 2045 Task Force stated that the local transportation funding gap was over \$22 billion and required multiple funding sources to close. He said every state dollar counted and worked in concert with federal, regional and local funds and reaffirmed the need to protect SB 1 from those who would use this measure to weaken infrastructure investment, and from those who would weaken the safety of our roads, bridges and transit systems by co-opting this issue for political gain. He said the Board would do its best to educate the public

about the importance of retaining SB 1, which included getting projects delivered quickly so that everyone could experience the benefits of safer and reliable transit.

He congratulated the San Francisco Municipal Transportation Agency (SFMTA) on the opening of their new Islais Creek Motor Coach Facility this past month and said the Transportation Authority was happy to provide over \$9 million in matching funds to federal, state and other local dollars for the \$122 million project. He said the new facility would keep the 60-foot articulated buses in good working condition for the benefit of the public, and ensure safe, modern working conditions for Muni maintenance crews and operators as well.

There was no public comment.

3. Executive Director's Report – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the June 12, 2018 Meeting – ACTION**
5. **[Final Approval] Appoint Rachel Zack to the Citizens Advisory Committee –ACTION Item – ACTION***
6. **[Final Approval] State and Federal Legislation Update – ACTION**
7. **[Final Approval] Allocate \$9,564,076 in Prop K Sales Tax Funds for Seven Requests, with Conditions, and Appropriate \$137,000 in Prop K Funds for Two Requests – ACTION**
8. **[Final Approval] Adopt the Proposed Fiscal Year 2018/19 Budget and Work Program – ACTION**
9. **[Final Approval] Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$385,933 – ACTION**
10. **[Final Approval] Authorize the Executive Director to Increase the Funding Agreement with the Metropolitan Transportation Commission by \$150,000, to a Total Amount Not to Exceed \$200,000, for Transportation Network Company Data Collection – ACTION**

There was no public comment.

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

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

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

Absent: Commissioner Safai (1)

End of Consent Agenda

11. **Update on San Francisco Municipal Transportation Agency's Wheelchair Accessible Taxi Incentive Program and Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service Program – INFORMATION**

Annette Williams, Manager of Accessible Services Program at SFMTA, presented the item.

Commissioner Yee asked what would happen if a taxi driver failed to complete the required 20

paratransit rides per month.

Ms. Williams said that the SFMTA would not pay them the incentives that month but noted that the SFMTA had a good track record with the drivers and had confidence that the drivers could complete the required paratransit rider per month.

Commissioner Yee asked if taxi drivers could receive both the paratransit per trip incentive and monthly incentives for the paratransit vehicle and maintenance.

Ms. Williams said that taxi drivers could receive the \$10 per trip incentive and the additional incentives.

Commissioner Yee asked if the on-time performance had improved for the paratransit group van services. He noted that this had been a problem in the past for users trying to access senior services.

Ms. Williams said that the problem had been resolved and was related to issues Adult Day Health Care Services had with their vehicles. She said the SFMTA was carefully tracking the on-time performance and reliability of the group van program and was hearing positive feedback about trip times.

Commissioner Yee asked for an updated report on ride times and if newly purchased vans were part of the Shop-a-Round and Van Gogh Recreational Shuttle Service Program.

Ms. Williams replied in the affirmative and said new vans were used for the program as part of SF Access services.

Commissioner Yee asked if the vans purchased by nonprofit organizations were part of a different program.

Ms. Williams replied in the affirmative. She said the vans purchased by nonprofits were through the Federal 5310 Program and that the procurements were still being processed by Caltrans.

Jonathan Cheng, Paratransit Planner at SFMTA, said eight vans were currently being built and that five vans had been delivered to Sacramento.

Ms. Williams said the process was not as quick as the SFMTA and the nonprofits would had liked but that new vans made a big impact in the program.

Commissioner Fewer asked if the SFMTA provided assistance to taxi drivers to purchase or convert vehicles to be wheelchair accessible.

Ms. Williams said that was the purpose of the new incentive program and that four drivers had already applied to participate and get new ramp accessible vehicles through the program. She said the program provided \$300 per month for the vehicle and an additional \$300 for the maintenance and operation.

Commissioner Fewer asked if converted wheelchair accessible vehicles would hold the same amount of luggage as non-ramp accessible vehicles.

Ms. Williams said the vehicles were minivans and did well or better in terms of accessibility and holding luggage and other items.

Commissioner Fewer commented that measures of success include the number of drivers assisted by the program and statements from drivers who have participated in the incentive program.

There was no public comment.

12. **Update on the Safe Routes to School Transition and Re-establishing the Capital Program for School Area Projects – INFORMATION**

Sarah Jones, Planning Director at SFMTA and John Knox White, Planning Programs Manager at SFMTA, presented the item.

Chair Peskin acknowledged Vice Chair Tang, her staff, all involved city agencies and his staff for their work revamping the Safe Routes to School Program.

Commissioner Tang thanked everyone who was involved in helping revamp the program and noted that the report answered her concerns. She said the program was only serving 36 out of 103 schools in the San Francisco Unified School District (SFUSD) and that she was pleased that the revamped program would provide for all SFUSD public schools. She said that she appreciated that the report included updated and better defined goals for the program. She thanked the SFMTA for the baseline assessment that it would conduct for all schools and said that proactive steps then could be taken to address safety. She said she looked forward to continued conversation about increasing the number of crossing guards from 195 to 215 given the high demand for crossing guard throughout the city. She said she was pleased with the new shape of this program and looked forward to seeing the results of the restructuring.

Commissioner Fewer reported that 33% of school age children in San Francisco attended private schools and that private schools should be included in the Safe Routes to School Program. She said that the goal to increase the number of crossing guards was not realistic given the current inability to recruit and retain crossing guards. She said traffic enforcement in District 1 was an issue near schools and noted reports of people running red lights and stops signs in District 1 near schools. She encouraged the SFMTA to give priority to high traffic areas near schools. Commissioner Fewer said the SFUSD should seek to hire a transportation director given the issues of transportation safety and supporting safe routes. She said she was in favor of SFUSD's goal for 2030 but did not see anything that addressed traffic enforcement of Transportation Network Companies. She thanked Commissioner Tang for her leadership on the program.

Commissioner Safai thanked Commissioner Tang for her work to revamp the program. He said the Safe Routes to School ambassador in District 11 was only funded for half the year and added that the ambassador served some of the most underserved schools in the entire city based on demographics and test scores. He said the District 11 ambassador had a significant amount of experience and asked the SFMTA and SFUSD to figure out a solution to fund the position for the full year.

Ms. Jones said the cut of the funding for District 11 ambassador position had come from Caltrans through the Department of Public Health. She said the SFMTA would work with the SFUSD and Commissioner Safai's office to try to find a way to fill the gap.

Commissioner Safai asked if the other two ambassadors were fully funded.

Mr. Knox White said the other two ambassadors were funded through nonprofit partners.

Commissioner Sheehy said it was hard to see how the program could be a comprehensive program if private schools were not included. He shared his frustration over the lack of crossing guards at private schools and said that his daughter's school in District 1 was dangerous during morning drop off with drivers weaving their way through traffic.

Mr. Knox White said that with the exception of the education and outreach elements of the program, all of the elements of the program would work with private schools as well. He said the

SFMTA would look into specific areas identified by Commissioner Sheehy and reiterated that the engineering staff worked with all 250 San Francisco schools not just the SFUSD schools. Mr. Knox White said the education and outreach portion of the program was working with SFUSD to expand its reach from 36 to 103 school as part of the near-term proposal, with the goal of providing the full program to all schools, depending on availability of resources and funding.

Commissioner Yee asked for SFMTA to describe the school area traffic calming program.

Patrick Golier, Traffic Calming Program Manager at the SFMTA, said the school area program would partner with the current traffic calming program and would be proactive as opposed to the request based nature of the residential application based program.

Commissioner Yee asked how much funding was set aside for the school area traffic calming program.

Mr. Golier said the SFMTA would be requesting \$850,000 in Prop K funds each year for speed humps around schools, operational signs and marking and paint work.

Commissioner Yee asked if there had been thought given to how student crossing guards could be incorporated into the Safe Routes to School Program.

Mr. Knox White said that was part of the environmental safety program and that the SFMTA was going to roll out some training for adult and student volunteer crossing guards. He said it was part of the conversation around crossing guards and safe drop off areas.

Commissioner Yee said he was glad the presentation showed Ed's neighborhood. He asked what other organizations participated in the Safe Routes to Schools Partnership.

Mr. Knox White said the Bay Area Children Resources, who was providing the educational work next year, would be attending the next partnership meeting to meet with the partners to ensure that the curriculums offered were consistent. He said it was a key part of the Safe Routes to School program offerings for assistance to kindergarten to second grade students.

Commissioner Yee said he was glad to hear that the Bay Area Children Resources would be at the table.

Commissioner Fewer highlighted District 1 elementary schools that had implemented drop off zones and used student ambassadors to escort younger children into the school yards. She said the program worked smoothly with adults monitoring cars entering and exiting and parents being trained to not double and triple park. She thanked Commissioner Yee for helping fund the program.

Commissioner Peskin noted that the Department of Public's Health role in the revamped program was unchanged from its previous role with regard to evaluation and that he understood that the University of California Berkeley was doing a study on mode share. He asked what else the Department of Public Health would be doing to ensure the maximum role of evaluation given the funding they were receiving.

Mr. Knox White said the SFMTA and the Department of Public Health would develop an evaluation protocol over the next six months. He said the SFMTA's strengthened and renewed partnership with the school district would be a key aspect in ensuring that the evaluation process was effective. He noted that the SFMTA was the program lead, and that the accountability for the program's success or lack of was with the SFMTA. Mr. Knox White said that the SFMTA would make an annual evaluation report available to the Board.

During public comment Brian Wiedmaier, San Francisco Bicycle Coalition, spoke in favor of the item and highlighted the need for mode shift away from private auto trips and increased safety around schools. He thanked partner agencies and nonprofits and invited the Board to come out and see the school sites.

Josie Ahrens, Senior Community Organizer at Walk San Francisco, said Walk San Francisco was a seven-year partner of the Safe Routes to School program. She said she was looking forward to having the non-infrastructure program under the umbrella of the SFMTA's school transportation programs and the integration of coordinated mode shifts.

Rachel Hayden, Executive Director of San Francisco Transit Riders, spoken in support for the program and looked forward to San Francisco Transit Riders deeper involvement in the program.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 11:13 a.m.

RESOLUTION ADOPTING A REVISED POSITION OF SUPPORT IF AMENDED ON
STATE SENATE BILL (SB) 1014 (SKINNER)

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; and

WHEREAS, On June 26, 2018, through approval of Resolution 18-59 the Transportation Authority adopted a support position on SB 1014 (Skinner) which was subsequently significantly amended as shown in the attached Table 1; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a revised position of support if amended on SB 1014 (Skinner); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment: Table 1

State Legislation – July 2018

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

Staff is recommending changing the Transportation Authority's support position on Senate Bill (SB) 1014 (Skinner) to support if amended, as shown in **Table 1**. **Table 2** provides an update on AB 2865 (Chiu) which the Transportation Authority is sponsoring. **Table 3** indicates the status of all bills on which the Board has already taken a position this session.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support if Amended	SB 1014 Skinner D	<p>California Clean Miles Standard and Incentive Program: zero-emission vehicles.</p> <p>Would require that by January 1, 2020, the State Air Resources Board (ARB) establish a greenhouse gas (GHG) emissions baseline for transportation network companies (TNCs) on a per-passenger-mile basis. It would also require that by January 1, 2021, the ARB establish, and the Public Utilities Commission implement, annual targets and goals starting in 2023 for the reduction of GHG emissions per passenger mile driven on behalf of a transportation network company, including miles completed by modes of active transportation.</p> <p>The Transportation Authority Board adopted a support position on this bill in June. We are now recommending a support if amended position given recent amendments which would allow companies like Uber or Lyft to count miles traveled by their bike, electric bike, and/or electric scooter fleets toward its annual targets. We feel the program should focus exclusively on trips taken by passenger vehicles driven on their behalf, and therefore do not recommend supporting the bill unless the prior language is reinstated or higher targets are established to account for the additional modes.</p>

Table 2. Notable Updates on Bills in the 2017-2018 Session

Adopted Position	Bill # Author	Title and Update
Support / Sponsor	AB 2865 Chiu D	<p>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</p> <p>If the Board votes to approve a managed lanes (e.g. carpool/transit lane) project on US-101 and I-280 north of the divide in San Francisco, this bill would give the Transportation Authority the option of asking the Santa Clara Valley Transportation Authority (VTA) or, with recent amendments, the Bay Area Infrastructure Financing Authority (BAIFA) to operate the lanes on San Francisco's behalf. Revenues would be spent according to a Board-approved expenditure plan on transportation projects that benefit transit riders, carpoolers, and drivers in the corridor.</p> <p>On June 26, the Senate Transportation and Housing Committee passed the amended bill and referred it to the Senate Appropriations Committee. We appreciate the continued efforts of Assemblymember Chiu and his staff to introduce the amendments and advance the bill through the Senate with continued coordination work by staff at VTA, San Mateo transportation agencies, and the Metropolitan Transportation Commission. SPUR, TransForm, the Natural Resources Defense Council, and the Bay Area Council all submitted letters of support for the bill in advance of the Senate committee meeting.</p>

Table 3. Proposition or Bill Status for Active Positions Taken in the 2017-2018 Session¹

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report ¹ (as of 6/29/18)
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	Passed out of Committee into Senate Appropriations
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	AB 2304 Holden D	Reduced fare transit pass programs: report.	Re-referred to Senate Rules
	AB 2363 Friedman D	Vision Zero Task Force.	Passed out of Committee into Senate Appropriations
	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Passed out of Committee into Senate Appropriations
	AB 3059 Bloom D	Go Zone demonstration projects.	Assembly Dead

	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Amended in Assembly Transportation. Scaled back to now require Caltrans to consider NACTO's Urban Street Design Guide.
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1014 Skinner D	Zero-emission vehicles.	Passed out of Committee into Assembly Appropriations, recommend new Support if Amended position due to recent amendments (see Table 1)
	SB 1119 Newman D	Low Carbon Transit Operations Program.	Passed out of committee into Assembly Appropriations
	SB 1328 Beall D	Mileage-based road usage fee.	Passed out of committee into Assembly Appropriations
	SB 1376 Hill D	Transportation network companies: accessibility plans	Passed out of committee into Assembly Appropriations
	Prop 69	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	Passed by California voters on June 5, 2018
Support if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Dead
	AB 2530 Melendez R	Bonds: Transportation	Assembly Dead
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	AB 2989 Flora R	Standup electric scooters.	Passed out of committee into Senate Appropriations
	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.	Passed out of committee into Assembly Appropriations

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



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RESOLUTION AMENDING THE 2019 PROP K STRATEGIC PLAN BASELINE, ALLOCATING \$19,999,636 IN PROP K FUNDS FOR TWO REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$600,000 FOR ONE REQUEST

WHEREAS, The Transportation Authority received three requests for a total of \$20,599,636 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: Downtown Extension (DTX) to a Rebuilt Transbay Terminal and Paratransit; and

WHEREAS, Both of the categories are for projects named in the Prop K Expenditure Plan, and therefore funds are programmed to these projects directly in the 2019 Prop K Strategic Plan rather than through a 5-Year Prioritization Program; and

WHEREAS, The Prop K Strategic Plan Baseline left all remaining funds for the DTX unprogrammed to allow time for the Board, Mayor, San Francisco agencies and the Transbay Joint Powers Authority (TJPA) to move toward consensus on how to proceed with the project; and

WHEREAS, The TJPA's request for Downtown Extension – 30% Design Part 1 requires a concurrent Prop K Strategic Plan amendment to advance \$9,678,626 to Fiscal Year 2018/19; and

WHEREAS, Transportation Authority staff's request for Downtown Extension – 30% Design Oversight and Support Part 1 requires a concurrent amendment of the Prop K Strategic Plan Baseline to advance \$600,000 to Fiscal Year 2018/19; and

WHEREAS, In May 2018 the Transportation Authority Board approved programming recommendations for San Francisco's Lifeline Transportation Program Cycle 5 Program of Projects, including the San Francisco Municipal Transportation Agency's (SFMTA's) Shop-a-Round/Van



Gogh Shuttles and Ramp Taxi Incentives Program; and

WHEREAS, The SFMTA's request for Prop K funds for the Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives require amendment of the Paratransit category in the Prop K Strategic Plan Baseline to make minor programming adjustments to reflect the final Lifeline Transportation Program recommendations, specifically advancing \$128,000 to Fiscal Year 2018/19, \$25,000 to Fiscal Year 2019/20 and \$25,000 to Fiscal Year 2020/21 to fully fund the Shop-a-Round/Van Gogh Shuttles and Ramp Taxi Incentives through Fiscal Year 2020/21 as detailed in the enclosed allocation request forms and Attachment 5; and

WHEREAS, Until Prop K sales tax funds for Caltrain are exhausted, Prop K is providing San Francisco's annual local capital match contribution as a member county of the Peninsula Corridor Joint Powers Board, temporarily relieving the SFMTA of that financial burden; and

WHEREAS, Fully funding San Francisco's Fiscal Year 2018/19 member share contribution to Caltrain's capital budget requires an amendment to the Prop K Strategic Plan Baseline to advance \$2,598,158 in New and Renovated Vehicles – Caltrain funds and \$670,492 in Guideways – Caltrain funds to Fiscal Year 2018/19 as detailed in Attachment 5, and

WHEREAS, In aggregate, the requested Strategic Plan amendments would result in a relatively small increase (~0.32%) to the assumed level of financing costs over the 30-year life of the Prop K Expenditure Plan; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended amending the Prop K Strategic Plan Baseline as described above, allocating \$19,999,636 in Prop K funds for two requests, with conditions, and appropriating \$600,000 for one request, as described in Attachments 3 and 5 and as 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 2018/19 budget to cover the proposed actions; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan Baseline to advance a total of \$10,278,626 in the Downtown Extension to a Rebuilt Transbay Terminal category to Fiscal Year 2018/19; amend programming in the Paratransit category to advance \$128,000 to Fiscal Year 2018/19, \$25,000 to Fiscal Year 2019/20 and \$25,000 to Fiscal Year 2020/21; and advance \$2,598,158 in New and Renovated Vehicles – Caltrain funds and \$670,492 in Guideways – Caltrain funds to Fiscal Year 2018/19, as summarized in Attachment 5; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$19,999,636 in Prop K funds for two requests, with conditions, and appropriates \$600,000 for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the relevant 5-Year Prioritization Programs; 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, and the relevant Prop K 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – Fiscal Year 2018/19
5. 2019 Prop K Strategic Plan Baseline - Proposed Amendments

Enclosure:
Prop K/AA Allocation Request Forms (3)

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	5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	\$ 176,134,322	86%	97.2% per DTIX funding plan	Design	6	
Prop K	5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	\$ 176,134,322	38%	97.2% per DTIX funding plan	Design	6	
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	\$ 29,171,627	27%	65%	Operations	Citywide	
TOTAL					\$ 20,599,636	\$ 381,440,271	59%	95%		

Footnotes

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

² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Caltrain).

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
5	TJPA	Downtown Extension - 30% Design Part 1	\$9,678,626	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will support the progress of the project toward 30% design on the new and modified elements of the project, such as the relocation of the 4th and Townsend underground station to beneath Townsend Street from its original location beneath the Caltrain yard. It will also support follow-up to the Tunnel Options Study, value engineering and development of bottom-up cost estimates. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$600,000	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will allow for SFCTA to conduct enhanced project delivery oversight and support as the Transbay Joint Powers Authority (TJPA) prepares 30% design submittals for new and modified elements of the project. Focus areas will include, but are not limited to follow-on work to the recently completed Tunnel Options Study and Operations Study, value engineering, project delivery and procurement plan, contracting and funding plan. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
23	SFMTA	Paratransit, Shop-a- Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$10,321,010	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for the Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers.
TOTAL			\$20,599,636	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$9,678,626 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject allocation and the \$600,000 request from the SFCTA (see below). See Attachment 5 and the enclosed Allocation Request Form for details.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	Strategic Plan Baseline Amendment: Appropriation is contingent upon amendment of the Strategic Plan Baseline to advance \$600,000 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject request and the above \$9,678,626 request from the TJPA. See Attachment 5 and the enclosed Allocation Request Form for details.
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$128,000 to FY 2018/19, \$25,000 to FY 2019/20 and \$25,000 to FY 2020/21 to fully fund the Shop-a-Round Shuttles and Ramp Taxi Incentives Programs, which is consistent with the final Lifeline Transportation Program Cycle 5 programming recommendations. Amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan. FY 2019/20 and FY 2020/21 funding is subject to future allocation by the Board. See Attachment 5 and the enclosed Allocation Request Form for details.
TOTAL			\$20,599,636	

¹ See Attachment 1 for footnotes.

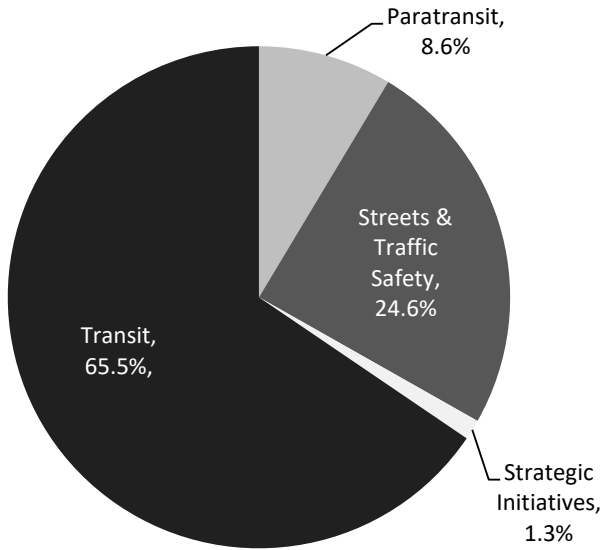
**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

PROP K SALES TAX

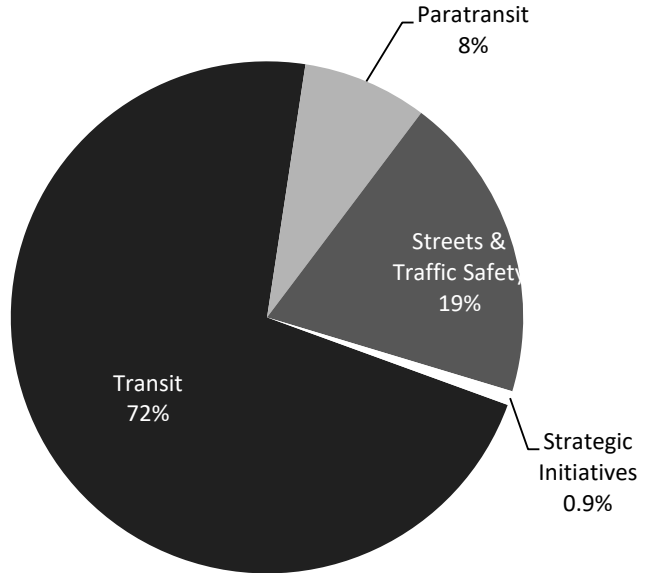
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 9,701,076	\$ 7,842,928	\$ 1,844,071	\$ 14,077	\$ -	\$ -
Current Request(s)	\$ 20,599,636	\$ 20,599,636	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



SEE INSERT

Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments
Pending July 2018 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total 30-year Programming & Finance Costs, and fiscal years FY2018/19 to FY2033/34. Includes sub-sections for 'Adopted 2019 Prop K Strategic Plan Baseline' and 'Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1'.

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total 30-year Programming & Finance Costs, and fiscal years FY2018/19 to FY2033/34. Includes sub-sections for 'Adopted 2019 Prop K Strategic Plan Baseline' and 'Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1'.

Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments
Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
Change																					
Downtown Extension to a Rebuilt Transbay Terminal					5																
	Programming		1.95%		\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs	\$ (43,331)		\$ 5,552,903	\$ 193,329	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 573,465	\$ 591,304	\$ 634,700	\$ 634,700	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -
	Total			\$ 15,831,529	\$ 10,471,955	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 573,465	\$ 591,304	\$ 634,700	\$ 634,700	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -
New and Renovated Vehicles - Caltrain					17P																
	Programming		5.39%		\$ 2,598,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (520,000)	\$ (696,324)	\$ (746,578)	\$ (856,908)	\$ (927,119)	\$ (100,000)	\$ -	\$ -	\$ -
	Finance Costs	\$ (3,693)		\$ 1,308,356	\$ 27,877	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,467	\$ 137,403	\$ 141,254	\$ 142,955	\$ 125,865	\$ 104,455	\$ (591,869)	\$ 82,141	\$ 57,421	\$ 14,182	\$ 8,796	\$ -	\$ -
	Total			\$ 59,584	\$ 2,626,035	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,467	\$ 137,403	\$ 141,254	\$ 142,955	\$ 125,865	\$ 104,455	\$ (664,437)	\$ (799,487)	\$ (912,937)	\$ (91,204)	\$ -	\$ -	\$ -
Guideways - Caltrain					22P																
	Programming		1.45%		\$ 670,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (260,000)	\$ (800,000)	\$ -	\$ -	\$ -
	Finance Costs	\$ (4,479)		\$ 426,429	\$ 4,750	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,967	\$ 39,967	\$ 45,294	\$ 47,239	\$ 9,009	\$ 7,987	\$ -	\$ -
	Total			\$ 36,921	\$ 675,242	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,967	\$ 39,967	\$ 45,294	\$ 47,239	\$ 9,009	\$ 7,987	\$ -	\$ -
Paratransit					23																
	Programming		0.08%		\$ 128,000	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ -	\$ (200,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs	\$ (36,805)		\$ 198,739	\$ (18,437)	\$ 22,264	\$ 18,799	\$ 13,112	\$ 12,322	\$ 11,116	\$ 10,123	\$ (875)	\$ (8,907)	\$ (20,768)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -	\$ -	\$ -
	Total			\$ 26,739	\$ 109,563	\$ 47,264	\$ 43,799	\$ (136,888)	\$ 12,322	\$ 11,116	\$ 10,123	\$ (200,875)	\$ (8,907)	\$ (20,768)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -	\$ -	\$ -
TOTAL																					
	Programming			\$ 8,468,346	\$ 13,675,276	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ -	\$ (200,000)	\$ (520,000)	\$ (696,324)	\$ (746,578)	\$ (1,116,908)	\$ (1,727,119)	\$ (100,000)	\$ -	\$ -	\$ -
	Finance Costs	\$ (7,517,231)		\$ 7,517,231	\$ 203,980	\$ 475,546	\$ 678,925	\$ 695,455	\$ 717,921	\$ 740,004	\$ 757,378	\$ 753,421	\$ 745,979	\$ 756,690	\$ 649,877	\$ 178,026	\$ 93,598	\$ 70,430	\$ -	\$ -	\$ -
	Total			\$ 15,985,577	\$ 13,879,256	\$ 500,546	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,378	\$ 553,421	\$ 225,979	\$ 60,366	\$ (938,883)	\$ (96,701)	\$ (938,883)	\$ (1,633,521)	\$ (29,570)	\$ -	\$ -

Prop K Total				
Adopted 2019 Prop K Strategic Plan Baseline				
Prop K		\$ 2,797,053,717	7.63%	
Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1				
Prop K		\$ 2,796,666,677	7.95%	
Change				
Prop K		\$ (387,040)	0.32%	



Memorandum

Date: June 18, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 7/10/2018 Board Meeting: Amendment of the Prop K Strategic Plan Baseline, Allocation of \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriation of \$600,000 for One Request

RECOMMENDATION Information Action

- Amend the 2019 Prop K Strategic Plan Baseline to advance funds to Fiscal Year (FY) 2018/19 in the Downtown Extension to a Rebuilt Transbay Terminal, Vehicles-Caltrain, Guideways-Caltrain, and Paratransit categories to fully fund three Prop K requests and program sufficient funds for San Francisco’s annual member share contribution to Caltrain’s capital budget.
- Allocate \$9,678,626 in Prop K sales tax funds to the Transbay Joint Powers Authority (TJPA) for one request:
 1. Downtown Extension - 30% Design Part 1
- Allocate \$10,321,010 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for one request:
 2. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Program
- Appropriate \$600,000 in Prop K sales tax funds for one request:
 3. Downtown Extension – 30% Design Oversight and Support Part 1

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

SUMMARY

We are presenting three requests totaling \$20,599,636 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. Attachment 5 provides details of the proposed 2019 Prop K Strategic Plan Baseline amendment incorporating programming changes to accommodate the three subject requests and San Francisco’s annual member share contribution to the FY 2018/19 Caltrain capital budget, anticipated to be considered by the Board in September.

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources)

compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Proposed Amendments to the Prop K Strategic Plan Baseline.

The three subject requests are conditioned upon amendments to the Prop K Strategic Plan Baseline. In addition, we are recommending amendments to the Vehicles-Caltrain and Guideways-Caltrain categories to support Caltrain's annual local capital match contribution from San Francisco. Those allocation requests are expected to be before the Board in September.

Caltrain Downtown Extension (DTX) to the Salesforce Transit Center: We are recommending an amendment to the Strategic Plan Baseline to program a total of \$10,278,626 in FY 2018/19 to fully fund the TJPA's and Transportation Authority's requests from the Downtown Extension to a Rebuilt Transbay Terminal category. When the Transportation Authority Board adopted the Baseline in May 2018, it left all remaining Prop K funds in the category unprogrammed for the DTX to allow time for the Board, Mayor, San Francisco agencies and the TJPA to move toward consensus on how to proceed with the project. Given the recent completion of/near completion of several studies and the fact that the City is moving toward consensus on the alignment for the DTX, the TJPA is requesting \$9,678,626 to continue advancing the project toward 30% design of the new and modified elements of the DTX. Concurrently, we are requesting \$600,000 for project delivery oversight and support as the TJPA prepares draft 30% design submittals. Finance costs in this category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment.

Paratransit: We are recommending minor programming adjustments to the Strategic Plan Baseline to advance funds in the Paratransit category to reflect the final Lifeline Cycle 5 programming recommendations, including modifications for funding eligibility. Our recommendation is detailed in the table below, which shows that Prop K funds in the Paratransit category will be used to fund SFMTA's paratransit operations, the Shop-a-Round/Van Gogh Shuttles, and the Ramp Taxi Incentive Program.

Table 1. Proposed Strategic Plan Baseline Amendment - Paratransit Category

Paratransit Category	FY 2018/19 Prop K Amount	FY 2019/20 Prop K Amount	FY 2020/21 Prop K Amount
Paratransit Operations	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010
Shop-a-Round/Van Gogh Shuttles	\$78,000 increase. Baseline is \$0.	No change. Baseline includes \$150,000	No change. Baseline includes \$150,000
Ramp Taxi Incentive Program	\$50,000 increase. Baseline is \$0	\$25,000 increase. Baseline includes \$100,000	\$25,000 increase. Baseline includes \$100,000
Revised Prop K Amount:	\$10,321,010	\$10,468,010	\$10,468,010

The 2019 Prop K Strategic Plan Baseline includes \$10,193,010 in annual programming for the SFMTA's general Paratransit operations through FY 2024/25 and a partial year of funding in FY 2025/26. The Shop-a-Round group van service and Van Gogh recreational shuttle would be funded in part with Prop K and Lifeline Transportation Program funds through FY 2020/21. The proposed

Agenda Item 5

amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan.

San Francisco's Member Share Contribution to Caltrain's FY 2018/19 Capital Budget: We are recommending an amendment to the Strategic Plan Baseline to advance a total of \$3,268,650 from the out-years to FY 2018/19 in the Caltrain-Vehicles and Caltrain-Guideways categories to help fully fund San Francisco's member share contribution to Caltrain's capital budget. Annually, Caltrain requests an equal contribution from each of the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo and Santa Clara) to their capital budget. In FY 2018/19, each member has agreed to provide \$7.5 million, up from last year's member contribution of \$5 million. The Strategic Plan Baseline includes \$4,231,350 in FY 2018/19 in the Prop K categories for Caltrain state of good repair projects (i.e. Capital Improvement Program, Vehicles, Facilities, and Guideways), thus we are recommending advancing funds to fully fund San Francisco's share. This continues the trend of advancing Prop K sales tax funds in the four Caltrain categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the SFMTA of this financial burden until Prop K sales tax funds are exhausted for Caltrain, which is likely to be within the next 3 to 5 years.

FINANCIAL IMPACT

The recommended action would allocate \$19,999,636 and appropriate \$600,000 in FY 2018/19 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

In all, the proposed amendments to the 2019 Prop K Strategic Plan Baseline would advance a total of \$8,468,346 in out-year programming to FYs 2018/19 through 2020/21. The proposed amendments would cumulatively result in an increase of 0.32% (\$8,864,124) in anticipated finance costs over the 30-year life of the Expenditure Plan. See Attachment 5 for details.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and adopted a motion of support for the staff recommendation by a vote of 7-1.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Attachment 5 – 2019 Prop K Strategic Plan Baseline - Proposed Amendments

Enclosure – Prop K/AA Allocation Request Forms (3)



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RESOLUTION ALLOCATING \$2,442,213 IN PROP K SALES TAX FUNDS FOR FOUR REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$854,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received five requests totaling \$3,296,213 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: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Balboa Park BART/Muni Station Access, New Signals & Signs and Traffic Calming; and

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

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

WHEREAS, Our request for Geary Bus Rapid Transit - Additional Funds requires an amendment to the Bus Rapid Transit/Transit Preferential Streets 5YPP as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,442,213 in Prop K Sales Tax Funds for four requests, with conditions, and appropriating \$854,000 in Prop K Funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation 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 2018/19 budget to cover the proposed actions; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and severed the request for BART Balboa Park Station Area Improvements at the request of one CAC member to avoid a conflict of interest; and

WHEREAS, That the Citizens Advisory Committee adopted a motion of support for the underlying staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/Transit Preferential Streets 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,442,213 in Prop K Sales Tax Funds for four requests, with conditions, and appropriates \$854,000 in Prop K Funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213		\$ 30,332,954	82%	95%	Construction	1, 2, 3, 5, 6
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000		\$ 9,547,146	82%	0% (phase fully funded by Prop K)	Environmental	1, 2, 3, 5, 6
Prop K	13	BART	Balboa Park Station Area Improvements	\$ 700,000		\$ 1,050,000	72%	33%	Design	7, 11
Prop K	31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$ 150,000		\$ 150,000	26%	0%	Design, Construction	8, 11
Prop K	38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000		\$ 200,000	51%	0%	Planning	Citywide
TOTAL						\$ 41,280,100	81%	71%		

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: BART (Bay Area Rapid Transit District), SFCTA (Transportation Authority); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$1,392,213	The Geary Rapid project will make traveling on Geary a more reliable and safer experience with dedicated bus-lanes and safety improvements for people walking between Market and Stanyan streets. The requested funds are for one element of the Geary Rapid scope - fiber optic conduit infrastructure - which is necessary to construct prior to surface improvements and will allow for reliable traffic signal coordination on the corridor to optimize traffic flow for all users. This scope will be included in the Public Utility Commission's contract for sewer and water main improvements on the corridor. The Geary Rapid project will be open for use by fall 2021.
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$854,000	The Geary BRT Project will create dedicated bus-only lanes along the seven-mile 38/38R route, enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and construct new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The project will also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements. The requested funds will support the final elements of a revised and expanded scope of work required to complete the environmental and initial preliminary engineering phase. The Transportation Authority is leading the environmental phase of the project, in close coordination with SFMTA.
13	BART	Balboa Park Station Area Improvements	\$700,000	Requested funds will be used for the design phase of a new plaza at the southern end of the Balboa Park Station in the current passenger drop-off area. The plaza will create a flexible space that meets the needs of the community, enhances safety, and encourages multi-modal access to the station. To create the new plaza area, vehicular access through San Jose Avenue will be redesigned to create a passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. This project is being planned and designed in coordination with multiple stakeholders including the Balboa Park Station Community Advisory Committee, BART, SFMTA, and the Mayor's Office. Design is expected to be completed by December 2019 and the plaza is anticipated to be open for use by December 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$150,000	Design of a new signal at the intersection of Alemany Boulevard and Rousseau Street, which is on the Vision Zero High Injury Network, and installation of signal conduits and pullboxes. Project is coordinated with SFPW's SB 1 funded Alemany Boulevard paving project between Seneca Avenue and Congdon Street. SFPW will install the signal conduit and pull boxes as part of the paving contract. Coordinating the subsurface work with the paving project will allow SFMTA to comply with the City's 5-year moratorium on post-paving excavations and still be able to signalize the intersection within the next few years. The paving project is scheduled to be open for use by summer 2020.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$200,000	Funds will support citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures for approximately 50 site-specific locations. Application materials are available in English, Spanish and Chinese at www.sfmta.com, and must be submitted to SFMTA or before June 30, 2018. SFMTA staff will evaluate whether the street is eligible for acceptance into the program (i.e. on a residential street with a demonstrated speeding program). Eligible applications will then be ranked to determine the locations most in need of traffic calming, with the highest ranked locations getting prioritized based on funding availability.
TOTAL			\$3,296,213	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213	
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000	5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent on an amendment to the Bus Rapid Transit/ Transit Preferential Streets 5YPP to reprogram \$854,000 in Prop K funds from the Planning/Conceptual Engineering phase to the Environmental phase of the project. See attached 5YPP amendment for details.
13	BART	Balboa Park Station Area Improvements	\$ 700,000	
31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$ 150,000	Multi-phase allocation is recommended given the short duration of the design phase and the concurrent schedule for SFMTA's design of the signal and SFPW's construction phase to install conduit to support future signal construction.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000	
TOTAL			\$3,296,213	

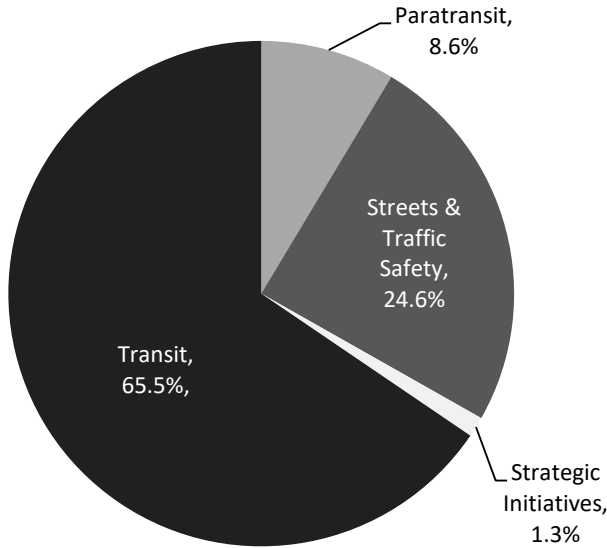
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

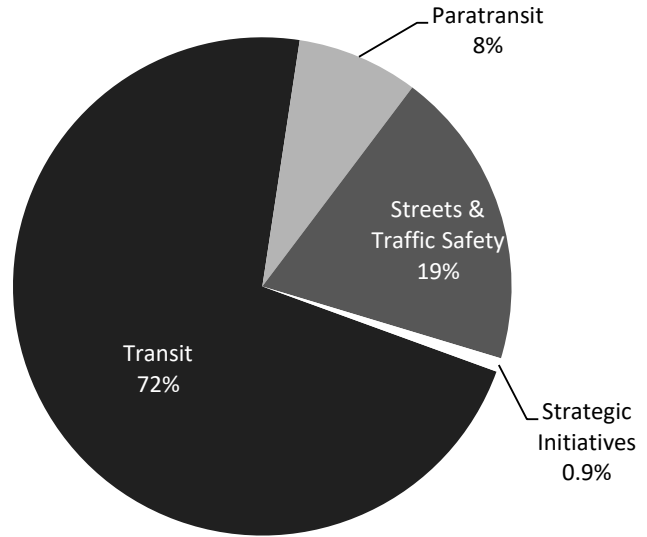
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 3,296,213	\$ 3,066,213	\$ 230,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 33,596,925	\$ 31,508,777	\$ 2,074,071	\$ 14,077	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



Memorandum

Date: June 14, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/10/2018 Board Meeting: Allocation of \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$1,742,213 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for three requests: <ol style="list-style-type: none"> 1. Geary Bus Rapid Transit - Phase 1 (Geary Rapid) (\$1,392,213) 2. Alemany and Rousseau Traffic Signal Conduits (\$150,000) 3. Local Track Application-Based Traffic Calming Program (\$200,000) ● Allocate \$700,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 4. Balboa Park Station Area Improvements ● Appropriate \$854,000 in Prop K funds for one request: <ol style="list-style-type: none"> 5. Geary Bus Rapid Transit - Additional Funds <p>SUMMARY</p> <p>We are presenting five requests totaling \$3,296,213 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K 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 enclosed, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$3,296,213 in Fiscal Year (FY) 2018/19 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and severed the request for BART Balboa Park Station Area Improvements at the request of one CAC member to avoid a conflict of interest. The underlying requests were approved without objection. The severed request was approved by a vote of 6 ayes and 2 abstentions.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

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

RESOLUTION APPROVING PART 1 OF THE FISCAL YEAR 2018/19 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS, PROGRAMMING \$388,003 TO FOUR PROJECTS, AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR \$811,737 IN FISCAL YEAR 2018/19 FUNDS AND TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was submitted to the Air District on March 5, 2018; and

WHEREAS, After netting out 6.25% (\$47,494) for administrative expenses, as allowed by Air District guidelines, and including deobligated and previously unallocated funds, the Transportation Authority has \$764,243 in Fiscal Year (FY) 2018/19 TFCA funds to program to eligible projects; and

WHEREAS, On March 2, 2018, the Transportation Authority solicited applications for projects for FY 2018/19 TFCA funds, and by April 20, 2018, received six applications requesting a total of \$1,209,996 in TFCA funds compared to \$764,243 available; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Resolution 18-36); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria, shown in



Attachment 1, include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended programming a total of \$388,003 to four of the six candidate projects and placing the remaining \$376,249 on reserve to be programmed through a subsequent call for projects as shown in Attachments 2 and 3; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support for the staff recommendation which, at the time, included a recommendation to fund San Francisco State University's Ford GoBike Memberships for SF State Students project; and

WHEREAS, On July 2, 2018, subsequent to the Citizens Advisory Committee meeting, Lyft announced that it had acquired Motivate, the operator of Ford GoBike, and to be consistent with past Board policy direction that these public funds are not to be used on rides provided by Transportation Network Companies (TNCs such as Lyft and Uber), and at the request of Chair Peskin, staff are no longer recommending funds for the Ford GoBike Memberships for SF State Students project; now therefor be it

RESOLVED, That the Transportation Authority hereby approves programming a total of \$388,003 to four projects in FY 2018/19 TFCA funds and placing the remaining \$376,240 on reserve to be programmed through a subsequent call for projects as shown in Attachment 2 and 3; and

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$764,243 for projects and \$47,494 for administrative expenses for a total of \$811,737 in FY 2018/19 TFCA Program Manager funds; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as

necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachments (3):

Attachment 1 - FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 - FY 2018/19 TFCA Program of Projects – Detailed Staff Recommendation

Attachment 3 - FY 2018/19 TFCA Program of Projects – Summary of Staff Recommendation



Attachment 1

Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA (Adopted 2/27/2018)

The following are the Fiscal Year 2018/19 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2018/19. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2019 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2016/17 or 2017/18:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - Provides a free or low cost ride home in cases of emergency for employees who use alternative modes to get to work. The ride comes in the form of taxi, carshare or rental car reimbursement to employees of businesses participating in the program when a supervisor-approved unscheduled overtime or an emergency situation occurs. This program provides one year of funding for processing employer registrations and reimbursements.	Citywide	1	Yes	\$15,064	1,814.2	\$50,734	\$50,734	\$ 50,734
2	SFSU	Bike Cage at SF State Thornton Hall - The Thornton Hall bicycle storage cage will provide secure storage for 118 bicycles. The cage will use an automated door with card access to provide 24-hour access. SF State affiliates will gain access using their campus ID cards and members of the public will be able to request a card for access. The locker will contain racks, basic repair tools and an air pump.	7	1	Yes	\$225,521	71.9	\$40,069	\$40,069	\$ 40,069
3	EVgo	Off-Street Car Share Electrification - DC Fast Chargers - SFE is collaborating with EVgo, an electric car charger operator, and Maven, a carshare company, to provide the first all-electric carshare vehicle option in San Francisco. This project would provide 2 DC Fast Chargers at a to be determined location in central San Francisco for Maven carshare vehicles. EVgo will work with SFE and the Planning Department to identify the two designated car share spaces. Requires TFCA Policy Waiver - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the chargers to be dedicated for carshare vehicles instead of publicly available to any electric vehicle. Electric carshare vehicles require that the charger be available once the user returns the car to the designated carshare parking spot. A decision on the waiver is expected in Fall 2018. If the waiver is not approved by the Air District, we will add the funds to the reserve for reprogramming.	TBD	3	No	\$239,735	544.1	\$182,200	\$127,200	\$ 127,200
4	ABM Parking Service	Grace Cathedral DC Fast Chargers - The Grace Cathedral parking garage has 120 self park spaces. The garage is used by monthly parkers, tourists, church members, employees of the Cathedral and neighboring businesses. Grace Cathedral would install two DC Fast chargers for electric vehicles. The chargers would be installed near existing power panels (1200 AMPS). The chargers would be available seven days a week.	3	3	No	\$246,203	708.1	\$170,000	\$170,000	\$ 170,000

TOTAL \$443,003 **\$388,003** **\$388,003** **\$388,003**
 Total TFCA Funding Available for Projects: \$764,243
 Reserve (to be programmed through a second call for projects and approved by the Board by November 2, 2018) \$ 376,240

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

TABLE B. PROJECTS NOT RECOMMENDED FOR TFCA FUNDS										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<p>Dynamic Carpool Pickup Curbs - Project would create new passenger pickup curb zones in the downtown that provide safe, convenient and preferential locations for drivers to pick up passengers traveling eastbound on the Bay Bridge primarily during the evening commute. Project seeks to reduce travel times, idling, and conflicts with public transit, pedestrians and cyclists. Beyond promoting traditional casual carpool activity, these curb zones could stimulate the adoption of smartphone carpool matching services and make carpooling a more convenient option.</p> <p>Project Does Not Meet CE Ratio Requirement, Making It Ineligible to Receive Funds: To be cost-effective, the project would need to result in nearly double the number of current casual carpool users, which is unlikely given that there is no cost-savings or time-savings incentives to encourage single-occupant vehicle drivers to carpool. In addition, the people joining new carpools in the evening commute are likely to be transit riders, in which case these new carpools would not reduce emissions from car trips.</p>	3, 6	2 or 4	Yes	\$237,480	1733.6	\$3,443,674	\$764,243	\$ -
		Project Exceeds Air District's \$150,000 per ton of emissions reduced threshold for rideshare projects and is therefore, ineligible to receive funds.								
2	SFSU	<p>Ford GoBike Memberships for SF State Students - San Francisco State University is requesting funds for a 2-year pilot program that will provide free "Bike Share for All" memberships to Ford GoBike for up to 400 Pell Grant-eligible students at San Francisco State University. It will also provide 150 free yearly passes and 300 single month passes for students who are not Pell-Grant eligible.</p> <p>We are not recommending FY 2018/19 TFCA funds for the Ford GoBike Memberships for SF State Students project to be consistent with past Board policy direction, and at the request of Chair Peskin, that these public funds are not to be used on rides provided by Transportation Network Companies (TNCs such as Lyft and Uber). At its June 2017 meeting, the Transportation Authority Board approved FY 2017/18 TFCA funds for the Emergency Ride Home program with the condition that the TFCA funds are not to be used on rides provided by TNCs. On July 2, 2018, Lyft announced that it has acquired Motivate, the operator of Ford GoBike.</p>	7	1	No	\$73,416	311.5	\$56,500	\$56,500	\$ -
									Total:	\$ -

¹ Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA) and San Francisco State University (SFSU).

² Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

Attachment 2

San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

³The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. CE ratio limits vary by project type: for FY 18/19 the limit for Ridesharing/Trip Reduction Projects, which encompasses Emergency Ride Home, Ford GoBike memberships for SFSU Students, and Dynamic Carpool Pickup Curbs is \$150,000 per ton of emissions reduced, and the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3

San Francisco County Transportation Authority
 Fiscal Year 2018/19 Transportation Fund for Clean Air County Program Manager Fund
 Summary of Draft Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor ²	Project	Total Project Cost	TFCA Requested	TFCA Recommended
SFE	Emergency Ride Home	\$50,734	\$50,734	\$50,734
SFSU	Bike Cage at SF State Thornton Hall	\$40,069	\$40,069	\$40,069
EVgo	Off-Street Car Share Electrification (DC Fast Chargers)	\$182,200	\$127,200	\$127,200
ABM Parking Service	Grace Cathedral Electric Car Chargers	\$170,000	\$170,000	\$170,000
	Totals:	\$443,003	\$388,003	\$388,003

Total TFCA Funding Available for Projects: **\$764,243**
 Reserve (to be programmed through a second call for projects and approved by the Board by November 2, 2018) **\$376,240**

¹Projects are listed in ranked order by cost-effectiveness ratio.

²See Attachment 2 for acronyms and other notes.



Memorandum

Date: July 5, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/10/18 Board Meeting: Approve Part 1 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, Programming \$388,003 to Four Projects

RECOMMENDATION Information Action

- Approve Part 1 of the Fiscal Year (FY) 2018/19 Transportation Fund for Clean Air (TFCA) Program of Projects, Programming \$388,003 to Four Projects:
 - Emergency Ride Home (\$50,734 to San Francisco Environment)
 - Bike Cage at SFSU Thorton Hall (\$40,069 to SFSU)
 - Off-Street Car Share Electrification DC Fast Chargers (\$127,200 to EVgo)
 - Grace Cathedral DC Fast Chargers (\$170,000 to ABM Parking Service)
- Place \$376,240 in FY 2018/19 TFCA funds on reserve, to be programmed following a second call for projects this fall

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

SUMMARY

As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco's share of TFCA funds. Funds come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. For FY 2018/19, we are recommending fully funding four of the six project applications received. We are not recommending the San Francisco Municipal Transportation Agency's Dynamic Carpool Pickup Curbs project because it does not meet the Air District's applicable cost-effectiveness threshold and thus is not eligible for TFCA funds. Consistent with past policy direction that TFCA funds not be used for rides provided by Transportation Network Companies (e.g., Uber and Lyft), and at the direction of Chair Peskin, we are not recommending the Ford GoBike Memberships for San Francisco State University Students project given that the operator Motivate, was recently acquired by Lyft.

DISCUSSION

Agenda Item 7

Background.

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles on motor vehicles registered in the nine Bay Area counties. Forty percent of the revenues are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining sixty percent of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

On March 2, 2018 we issued the FY 2018/19 TFCA San Francisco County Program Manager call for projects. We received six project applications by the April 20, 2017 deadline, requesting \$1,209,996 in TFCA funds compared to \$764,243 available.

Available Funds.

As shown in the table below, the amount of available funds is comprised of estimated FY 2018/19 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

Estimated TFCA Funds Available for Projects FY 2018/19	
Estimated TFCA Revenues (FY 2018/19)	\$759,899
Interest Income	\$1,549
De-obligated Funds from Prior Cycles	\$50,289
Total Funds	\$811,737
6.25% Administrative Expense	(\$47,494)
Total Available for Projects	\$764,243

After netting out 6.25% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$764,243.

Prioritization Process.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits vary by project type: for 2018/19 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is \$150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but are not a factor in the CE calculations.

Staff Recommendation.

We are recommending programming a total of \$388,003 to four of the six candidate projects and placing the remaining \$376,240 on reserve to be programmed through a subsequent call for projects. Attachment 2 contains two tables: projects recommended for funding and projects not recommended for funding. Both tables include a brief project description, total project cost, the amount of TFCA funds requested, the cost-effectiveness ratio, and other information.

Of the four projects recommended for funding, two are zero emissions non-vehicle projects, which is the top priority project type in the Board-adopted prioritization criteria, and two are electric vehicle infrastructure projects. The Off-Street Car Share Electrification DC Fast Chargers project, recommended for \$127,200, requires a policy waiver from the Air District to allow the chargers to be dedicated for carshare vehicles instead of publicly available to any electric vehicle. We are optimistic that we will receive the waiver from the Air District in Fall 2018. If the waiver is not approved by the Air District, we will add the funds to the reserve for reprogramming.

The San Francisco Municipal Transportation Agency's (SFMTA's) Dynamic Carpool Pickup Curbs project does not meet the Air District's cost-effectiveness threshold for ridesharing projects and thus is not eligible for TFCA funds. The project is primarily focused on increasing eastbound carpools in the evening commute across the Bay Bridge, and to meet cost-effectiveness guidelines would have to almost double the total number of current casual carpool users. The project would provide little to no cost-saving or time-saving incentives to encourage single-occupant vehicle drivers to carpool, as the project would primarily offer convenient pickup spots to encourage carpooling in the evening commute. People joining new carpools in the evening commute would likely be current transit riders, in which case these new carpools would not reduce emissions from car trips. The SFMTA is considering requesting Prop K funds to further develop and implement the project through the underway 5-Year Prioritization Program update.

We are not recommending TFCA funds for the San Francisco State University's Ford GoBike Memberships for SF State Students project to be consistent with past Board policy direction that these public funds are not to be used on rides provided by Transportation Network Companies (TNCs such as Lyft and Uber). Subsequent to the June 27 Citizens Advisory Committee (CAC) meeting, Lyft announced that it had purchased Motivate, the operator of Ford GoBike. At the direction of Chair Peskin, we have revised the staff recommendation accordingly..

Additional Call for Projects.

Agenda Item 7

We anticipate releasing the additional call for projects in July 2018 to program the remaining \$376,240 in San Francisco TFCA funds. We have already begun working with project sponsors to identify potential TFCA project candidates. We plan to present a recommendation to the CAC in September and Board in October 2018.

Schedule for Funds Availability.

We expect to enter into a master funding agreement with the Air District by August 2018 after which we will issue grant agreements for the recommended FY 2018/19 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2018.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2018/19 TFCA program is \$811,737. This includes \$764,243 for projects and \$47,494 for administrative expenses. Revenues and expenditures for the TFCA program are included in the adopted Transportation Authority FY 2018/19 budget.

CAC POSITION

The CAC was briefed on this item, which, at the time, included a recommendation to fund SFSU's Ford GoBike Memberships for SF State Students project, at its June 27, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 - FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 - FY 2018/19 TFCA Program of Projects – Detailed Staff Recommendation

Attachment 3 - FY 2018/19 TFCA Program of Projects – Summary of Staff Recommendation



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RESOLUTION APPROVING A THREE-YEAR PROFESSIONAL SERVICES CONTRACT WITH CIVIC EDGE CONSULTING IN AN AMOUNT NOT TO EXCEED \$150,000 FOR STRATEGIC COMMUNICATIONS, MEDIA AND COMMUNITY RELATIONS SERVICES FOR THE CONNECTSF PROGRAM

WHEREAS, The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program, which is a multi-agency, collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco's future; and

WHEREAS, The Transportation Authority is seeking consultant services to provide strategic communications, media and community relations for the ConnectSF Program; and

WHEREAS, On May 4, 2018, the Transportation Authority issued a Request for Proposals (RFP) for strategic communications, media and community relations services; and

WHEREAS, On May 16, 2018, the Transportation Authority hosted a pre-proposal conference for small businesses and larger firms to meet and form partnerships; and

WHEREAS, The Transportation Authority received four proposals in response to the RFP by the due date of June 5, 2018; and

WHEREAS, A review panel comprised of staff from the SFMTA, San Francisco Planning Department, and the Transportation Authority interviewed the three top-ranked firms on June, 2018; and

WHEREAS, Based on the results of this competitive selection process, the panel recommends the Transportation Authority Board approve a consultant contract with the highest-ranked firm Civic Edge Consulting; and

WHEREAS, The Transportation Authority has budgeted \$150,000 for the requested services,



funded by a Memorandum of Agreement with the Planning Department and a federal Surface Transportation Planning grant; and

WHEREAS, The adopted Fiscal Year 2018/19 budget will include this year's activities, and future budgets will include sufficient funds for the remaining activities; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program; and be it further

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

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

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

Attachment:

1. Scope of Services

Attachment 1 Scope of Services

ConnectSF seeks assistance with developing a strong, integrated public outreach plan for its Transportation Network Development, the Transit Corridors Study and the Streets and Freeways Study (also known as ConnectSF Phase 2). The Transit Corridors Study and the Streets and Freeway Study are two stand-alone studies that will be prepared in parallel to identify the long-term projects and policies needed on the City's transit system, streets, and freeways to achieve the ConnectSF vision. Given the studies' broad reach and long-range horizon, an effective communications and engagement plan is needed to inform stakeholders and the general public about these efforts and solicit feedback on their development and content.

In seeking assistance with the ConnectSF program's communications, outreach and engagement efforts, the Transportation Authority seeks to advance the following goals and objectives:

- Raise awareness about ConnectSF to the general public.
- Provide consistent and easy-to-understand public communication regarding ConnectSF and Phase 2 efforts.
- Create messaging, collateral, and branding that is informative, relevant, and engaging to the general public.
- Maintain a common voice and look and feel for ConnectSF materials.
- Strengthen quality assurance/quality control, while maintaining the flexibility for rapid responses.
- Engage with, and solicit input from, policymakers, the public, and stakeholder groups about Phase 2 activities, and in particular develop methods to obtain meaningful input from hard-to-reach-population segments.

The following Scope of Services is to be used as a general guide and is not intended to be a complete list of all work necessary to build an integrated communications and engagement plan for Phase 2 of the ConnectSF program.

Specific tasks include: 1) Project Kick-Off Meeting, Information Review, and Work Plan, 2) Planning for Public Outreach and Engagement, 3) Outreach Support Services, 4) Data Visualization, and 5) Administration and Reporting. The tasks are detailed below:

Task 1. Project Kick-Off Meeting, Information Review, and Work Plan

Work Plan will include analysis of different groups for outreach and preferred methods to reach each one. Key audiences to targeted include, but are not limited to:

- a. Community-based Organizations, including transportation-focused groups and others
- b. General public
- c. Underrepresented groups, including youth, minorities, and low-income residents
- d. Groups representing the elderly or people with disabilities
- e. Employers
- f. Tourism interests
- g. ConnectSF Futures Task Force
- h. Transportation Authority Citizens Advisory Committee
- i. San Francisco Municipal Transportation Agency Citizens' Advisory Council
- j. Boards and Commissions
- k. Other transportation agencies

Deliverables:

Attachment 1 Scope of Services

1. *Work plan outlining outreach methods, including specific outreach techniques for the various communities and entities identified above*

Task 2. Planning for Public Outreach and Engagement

- a. Develop and implement a robust outreach strategy and communications plan covering 18-month processes
- b. Support the development and/or review of project communications collateral, such as in-language fact sheets, flyers, handouts, posters, mailers, surveys, social media, content and attachments for the website, and frequently asked questions

Deliverables:

1. *Execute the outreach plan, develop supporting collateral*

Task 3. Outreach Support Services

- a. Secure venues for public meetings
- b. Develop and vet open house and workshop outreach plan
- c. Translation of materials
- d. Public notifications for open house, workshop events, or other public meetings
- e. Provide materials and logistical support for open house, workshop events, or other public meetings

Deliverables:

1. *Public meeting spaces identified and secured*
2. *Translation services secured*
3. *Meeting notifications*

Task 4. Data Visualization

Provide support to staff to create compelling visualizations, “games,” and/or other materials to engage the public.

Deliverables:

1. *Data visualization platform selected*

Task 5. Administration and Reporting

Weekly/monthly project phone calls/in-person progress meetings with ConnectSF staff, including agendas and meeting minutes. Management of overall project tasks and invoice preparation.

Deliverables:

1. *Meeting notes, progress updates*
2. *Project reporting and monthly invoices by task*



Memorandum

Date: June 21, 2018
To: Transportation Authority Board
From: Eric Young – Senior Communications Officer
Subject: 07/10/18 Board Meeting: Approve a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a three-year professional services contract with Civic Edge Consulting in an amount not to exceed \$150,000 for strategic communications, media and community relations services for the ConnectSF Program • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide strategic communications, media and community relations for the ConnectSF Program, which is a multi-agency, collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco’s future. We issued a Request for Proposals (RFP) in May. By the proposal due date, we received four proposals. Following interviews with three firms, the review panel recommended Civic Edge Consulting to provide the requested services.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 1 of ConnectSF has defined a 50-year vision of San Francisco’s future that represents San Francisco’s goals and aspirations as a city within the larger Bay Area. The vision will be used as a framework for future studies related to transportation and land use planning in San Francisco and constitutes ConnectSF’s first phase of work. The vision is available on connectsf.org/about/components/vision.

Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the time frames in which they are anticipated to take place include: the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways

Study (2018-19). The outcome of Phase 2 will be a prioritized list of projects and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision. Phase 3 of ConnectSF will include a new Transportation Element of the City's General Plan and an update to the countywide transportation plan or San Francisco Transportation Plan (SFTP 2050). Outreach for Phase 3 will be a subsequent effort and not part of the subject contract.

Given the ConnectSF vision's emphasis on equity and diversity, it is critical that communications and outreach for the program reach the broadest audience possible. Program staff are highly interested in engaging people of color, people with low incomes, persons with disabilities, and other vulnerable populations, as well as non-governmental organizations that support these communities. The above studies listed are complex and different from each other. Yet, they are tied together by the ConnectSF vision goals and objectives and time horizon (2050). We are seeking consultant services to help all participating agencies devise effective ways of communicating to the public, community benefit organizations, elected leaders and others in a way that is seamless and that communicates why the studies are important and why people should be engaged.

Procurement Process.

We issued a RFP for strategic communications, media and community relations services on May 4, 2018. We hosted a pre-proposal conference at the Transportation Authority's offices on May 16, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty-two firms attended the conference.. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview, as well as on LinkedIn. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of June 5, 2018, we received four proposals in response to the RFP. A selection panel comprised of Transportation Authority, San Francisco Planning Department and San Francisco Municipal Transportation Agency staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected three firms to interview on June 19. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: Civic Edge Consulting.

The panel unanimously agreed that Civic Edge Consulting distinguished itself through a number of criteria. The assembled team has a breadth of capabilities, including project management, grassroots outreach, communications, and digital organizing skills. The team has recent experience coordinating across agencies through the Vision Zero initiative. The team also stood out for its experience working on long-term planning efforts including Plan Bay Area 2040. The team's strong references and awareness of transportation and land use issues contributed to an overall strong proposal. Team members have many years of experience and have worked jointly or independently for clients including the San Francisco Planning Department, Office of Economic and Workforce Development, Metropolitan Transportation Commission, and San Francisco Municipal Transportation Agency, among others.

We established a Disadvantaged Business Enterprise (DBE) goal of 14% for this contract. Proposals from all three firms that were interviewed met or exceeded the goal. The Civic Edge Consulting team includes 17% DBE participation from two subconsultants: RDJ Enterprises, a San Francisco-based African American-owned firm, and TransSight, an Asian Subcontinent-owned firm.

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FINANCIAL IMPACT

We have budgeted \$150,000 for the requested services, funded by a Memorandum of Agreement with the Planning Department and a federal Surface Transportation Planning grant. The adopted Fiscal Year 2018/19 budget will include this year's activities, and future budgets will include sufficient funds for the remaining activities.

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services



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RESOLUTION ADOPTING THE EMERGING MOBILITY EVALUATION REPORT

WHEREAS, The San Francisco Charter mandates Transit First, charging the City and County of San Francisco with providing for the safe and efficient movement of people and goods in San Francisco; and

WHEREAS, In the last decade, San Francisco has seen dramatic growth of many emerging mobility services and technologies (EMST) that present opportunities while also challenging that core policy; and

WHEREAS, These services and technologies include everything from mobile applications that connect passengers with demand-responsive transportation vehicles to self-driving and connected vehicles; and

WHEREAS, These technological advances in transportation services have resulted in services that may complement and conflict with the City's Transit First and other policies and likely require updates to existing transportation infrastructure, rules, regulations and policies; and

WHEREAS, The Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) collaboratively developed Guiding Principles for Emerging Mobility Services, adopted in June 2017, that serve as a framework both for proactive public-sector development of policies and programs, and for the formulation of sound, consistent responses when warranted; and

WHEREAS, Together with the SFMTA, the Transportation Authority has engaged in an EMST study that includes several core tasks such as documentation of existing services and technology, developing a policy framework, and evaluating existing services and their ability to meet San Francisco Transportation Plan and citywide goals; and

WHEREAS, For the EMST, staff developed evaluation criteria based on the Guiding Principles for Emerging Mobility, engaging a wide range of community, industry and civic



stakeholders in the process; and

WHEREAS, Staff used a data-driven process to develop the Draft Emerging Mobility Evaluation Report, documenting how emerging mobility services were aligned or misaligned with the Guiding Principles and providing recommendations for sector management, research, and partnerships; and

WHEREAS, At its May 8, 2018 meeting, the Transportation Authority Board was briefed on the Draft Emerging Mobility Evaluation Report and provided input and feedback to staff which has been incorporated into the final Emerging Mobility Evaluation Report (enclosed); and

WHEREAS, The evaluation determined the following major takeaways:

- Companies that performed pilots with and provided data to San Francisco public agencies have informed development of permit systems for those mobility types and have guided those mobility types to be more aligned with the Guiding Principles;
- We do not have adequate data to fully evaluate alignment with our Guiding Principles. Other researchers have produced important studies and findings, but more traveler trip data and surveys are needed to characterize San Francisco travel markets;
- Many emerging mobility services are available during late-night hours, on weekends, and/or in areas less well covered by public transit. This may provide opportunities to increase mobility and access for people with disabilities and people underserved by public transit;
- While some services play a useful first/last-mile connection, very few emerging mobility companies have implemented design features or policies that our methodology identified as directly supportive of transit;
- Operator training is inconsistent among emerging mobility services; many services

exhibit conflicts at curbs, in transit-priority lanes and on sidewalks;

- The City and the emerging mobility companies have not consistently coordinated to develop a robust curb management approach;
- The Transportation Authority's *TNCs Today* study found that ride-hail vehicles in San Francisco are concentrated during times of day and neighborhoods of the city where traffic is most congested; and

WHEREAS, Based on the study findings, the final report recommends that the city implement the following recommendations:

- **Partner:** The SFMTA and the Transportation Authority should develop a framework for emerging mobility pilots to proactively partner with companies to develop innovative solutions to address unmet city transportation needs;
- **Measure:** San Francisco public agencies should develop a data reporting and warehouse strategy to coordinate and consolidate existing data streams;
- **Regulate:** The SFMTA should harmonize existing permit programs related to emerging mobility and create a framework for new services;
- **Bridge:** The City should develop a user study to understand who uses emerging mobility services and focus on equity gaps for low-income users and issues related to disabled access;
- **Prioritize:** The Transportation Authority and the SFMTA should continue to support the expansion of transit-priority facilities and conduct pilot programs that improve first and last mile connectivity to transit stations;
- **Enforce:** The SFMTA and the Police Department should increase enforcement of known conflict areas and automate some enforcement duties to promote safety;



- **Price:** The SFMTA and the Transportation Authority should prioritize developing a curb management strategy that allocates and prices curb access appropriately. Based on current congestion levels on San Francisco roadways, San Francisco should move toward implementing a decongestion pricing and incentives system; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the adoption of the final Emerging Mobility Evaluation Report; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the final Emerging Mobility Evaluation Report; and be it further

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

Enclosure:

1. Final Emerging Mobility Evaluation Report



Memorandum

Date: June 27, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 07/10/2018 Board Meeting: Adoption of Emerging Mobility Evaluation Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Final Emerging Mobility Evaluation Report</p> <p>SUMMARY</p> <p>On May 8, we presented the Draft Emerging Mobility Evaluation Report to the Board. Using a data-driven process, we documented how emerging mobility services were aligned or misaligned with the 10 Guiding Principles for Emerging Mobility Services adopted by the Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) in summer 2017. Based on the evaluation findings, the report identifies seven recommendations for sector management, research and partnerships. The recommendations are described in this memorandum, along with a summary of feedback received on the draft evaluation report, and a few examples of how we and the SFMTA are already addressing some of the report’s recommendations. There have been no substantive changes to the report since the draft was released, though we have made slight adjustments to scores for some of the providers in response to additional data that they provided to us. The final report is included as an enclosure.</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"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background

In the last decade, a number of emerging mobility services and technologies have emerged that increase mobility choices and transportation benefits for some travelers, while also presenting challenges or impacts to other travelers, or to the attainment of key city transportation policies and goals, such as Transit First, Vision Zero, climate and equity. These services and technologies include everything from mobile applications that connect passengers with demand-responsive transportation services to self-driving and connected vehicles.

The 10 Guiding Principles for Emerging Mobility, adopted in June 2017 serve as a framework both for proactive public-sector development of policies and programs, and for formulation of sound, consistent responses when warranted. They also provide a clear indication to mobility companies about what the City seeks and expects from emerging mobility service providers.

For the Emerging Mobility Evaluation Report, we developed evaluation criteria based on the adopted

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Guiding Principles for Emerging Mobility, engaging a wide range of community, industry and civic stakeholders in the process. Using a data-driven process, we developed and released the Draft Emerging Mobility Evaluation Report in May 2018 documenting how emerging mobility services were aligned or misaligned with the Guiding Principles and providing recommendations for sector management, research, and partnerships.

Draft Report Feedback

In addition to presenting the draft report to the Board and Citizens Advisory Committee, we solicited feedback on the draft report from community stakeholders, advocacy groups, and emerging mobility companies. Some emerging mobility companies provided additional data and information about their services, which resulted in minor changes to some service evaluation scores. Several stakeholders encouraged the city to prioritize opportunities to improve public transit and make it competitive with emerging mobility services. Advocacy groups encouraged the city to partner with, and when possible require, emerging mobility services to bridge gaps for low-income people and people with disabilities. Finally, Transportation Commissioners urged us to be more proactive in our efforts, work collaboratively with other city agencies including the Mayor's Office, and increase enforcement efforts when possible. To that end, we have continued outreach to emerging mobility companies to understand their company's next steps and goals. Additionally, we are developing future strategies with the Committee on Information Technology, the Mayor's Office of Civic Innovation, SF Environment, and the SFMTA.

Evaluation Results Overview

Our evaluation determined the following major takeaways:

- Companies that performed pilots with and provided data to San Francisco public agencies have informed development of permit systems for those mobility types and have guided those mobility types to be more aligned with the Guiding Principles.
- We do not have adequate data to fully evaluate alignment with our Guiding Principles. Other researchers have produced important studies and findings, but more traveler trip data and surveys are needed to characterize San Francisco travel markets.
- Many emerging mobility services are available during late-night hours, on weekends, and/or in areas less well covered by public transit. This may provide opportunities to increase mobility and access for people with disabilities and people underserved by public transit.
- While some services play a useful first/last-mile connection, very few emerging mobility companies have implemented design features or policies that our methodology identified as directly supportive of transit.
- Operator training is inconsistent among emerging mobility services; many services exhibit conflicts at curbs, in transit-priority lanes and on sidewalks.
- The City and the emerging mobility companies have not consistently coordinated to develop a robust curb management approach.
- Our *TNCs Today* study found that ride-hail vehicles in San Francisco are concentrated during times of day and neighborhoods of the city where traffic is most congested.

Recommendations

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Based on the findings of the Emerging Mobility Evaluation Report, we recommend the city implement the following recommendations:

- **Partner:** The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority should develop a framework for emerging mobility pilots to proactively partner with companies to develop innovative solutions to address unmet city transportation needs.
- **Measure:** San Francisco public agencies should develop a data reporting and warehouse strategy to coordinate and consolidate existing data streams.
- **Regulate:** The SFMTA should harmonize existing permit programs related to emerging mobility and create a framework for new services.
- **Bridge:** The City should develop a user study to understand who uses emerging mobility services and focus on equity gaps for low-income users and issues related to disabled access.
- **Prioritize:** The Transportation Authority and the SFMTA should continue to support the expansion of transit-priority facilities and conduct pilot programs that improve first and last mile connectivity to transit stations.
- **Enforce:** The SFMTA and the Police Department should increase enforcement of known conflict areas and automate some enforcement duties to promote safety.
- **Price:** The SFMTA and the Transportation Authority should prioritize developing a curb management strategy that allocates and prices curb access appropriately. Based on current congestion levels on San Francisco roadways, San Francisco should move toward implementing a decongestion pricing and incentives system.

Emerging Mobility Initiatives Underway

The Transportation Authority and the SFMTA have taken steps to advance several priority recommendations, including:

- We are working together with the Mayor's Office to develop a strategy for collaboration that includes a framework for future pilot projects.
- The Transportation Authority has partnered with the Metropolitan Transportation Commission (MTC) to conduct a travel behavior survey about emerging mobility and we are developing strategies to bridge access gaps in District 10 through our D10 Multimodal Mobility Management Study.
- The SFMTA is working to harmonize emerging mobility permits, coordinate data they receive through those permits and is developing a curb management strategy to improve roadway safety and reduce congestion.

FINANCIAL IMPACT

The recommended action does not impact the adopted Fiscal Year 2018/19 budget. Funding for the underway activities is included in the adopted Fiscal Year 2018/19 agency budget.

CAC POSITION

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The CAC was briefed on this item at its June 27, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Enclosure – Final Emerging Mobility Evaluation Report

RESOLUTION ADOPTING THE BAY AREA RAPID TRANSIT (BART) PERKS
EVALUATION FINDINGS DOCUMENT

WHEREAS, From August 2016 through February 2017, the Transportation Authority and BART offered a test program that provided incentives to riders for travelling during the shoulder hours (also known as bonus hours) of the morning peak period instead of during the peak hour; and

WHEREAS, Since completion of the test, staff conducted a comprehensive evaluation of the program and prepared the enclosed draft document with the findings as stated below:

- *Incentives worked.* The Perks program demonstrated that incentives can be successfully used to shift the departure times of peak period travelers. Program participants reduced inbound Transbay peak hour travel by 10.9%, and overall peak hour system travel by 9.6%;
- *Small shifts in departure time.* Participants were more likely to travel in one of the bonus hours if it was close to their typical departure time;
- *Persistent behavior change.* While some participants returned to traveling during the peak hour after the program ended, Perks had some lingering effects on travel behavior. Of the peak hour trips that were cut during the program, 35% of those trips continued to happen outside of the peak hour in the four months after the program; and

WHEREAS, BART received a grant from the Federal Transit Administration to conduct another phase of BART Perks; and

WHEREAS, The enclosed “Lessons from Perks: Evaluations Findings from the BART Perks Test Program” Draft Document details lessons learned from the initial test and recommendations for future programs that address program design, marketing and recruitment, and user experience; and



WHEREAS, BART will use the lessons learned and recommendations from the first pilot to inform the next phase of BART Perks; and

WHEREAS, The recommended action would not have an impact on the adopted Fiscal Year 2018/19 budget; and

WHEREAS, At its June 27, 2018, the Citizens Advisory Committee unanimously adopted a motion of support to accept the BART Perks Evaluation Findings Document.; now, therefore, be it

RESOLVED, That the Board hereby adopts the BART Perks Evaluation Findings Document.

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

Enclosure:

1. "Lessons from Perks: Evaluations Findings from the BART Perks Test Program" Draft Document



Memorandum

Date: June 18, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 7/10/18 Board Meeting: Adoption of BART Perks Evaluation Findings Document

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt BART Perks Evaluation Findings Document</p> <p>SUMMARY</p> <p>BART Perks was a six-month test program offered in partnership by the Transportation Authority and the Bay Area Rapid Transit (BART) District. The program tested whether providing modest cash incentives to BART riders via PayPal could encourage them to shift their departure times away from the morning peak hour to help reduce crowding. This memo summarizes key findings from the test program and recommendations for future programs based on this test. Two of the key findings are that incentives can be successfully used to shift departure times of peak period travelers and that there is some staying power after the incentives ended, i.e., the behavior changes persisted for a period following the program end. The enclosed Draft “Lessons from Perks: Evaluation Findings from the BART Perks Test Program” provides a detailed accounting of findings and lessons learned from the test program.</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.

From August 2016 through February 2017, the Transportation Authority and BART offered a test program that provided incentives to riders for travelling during the shoulder hours (also known as bonus hours) of the morning peak period instead of during the peak hour. Nearly 18,000 participants enrolled in the program through a mobile-friendly website. Participants’ points were redeemed automatically each week, and cash rewards were paid out monthly via PayPal. The program was funded primarily with a grant from the Federal Highway Administration’s Value Pricing Pilot Program. BART Perks also received BART and Prop K sales tax funds.

Full Evaluation.

Since completion of the test, staff conducted a comprehensive evaluation of the program and prepared a draft document with the findings. This memorandum outlines the report findings.

Key Findings.

- *Incentives worked.* The Perks program demonstrated that incentives can be successfully used to shift the departure times of peak period travelers. Program participants reduced inbound Transbay peak hour travel by 10.9%, and overall peak hour system travel by 9.6%.
- *Small shifts in departure time.* Participants were more likely to travel in one of the bonus hours if it was close to their typical departure time.
- *Persistent behavior change.* While some participants returned to traveling during the peak hour after the program ended, Perks had some lingering effects on travel behavior. Of the peak hour trips that were cut during the program, 35% of those trips continued to happen outside of the peak hour in the four months after the program.

Recommendations for Future Programs.

BART received a grant from the Federal Transit Administration to conduct another phase of BART Perks. Below are some lessons learned from the initial test and recommendations for future programs:

- Program Design
 - *Focus rewards on behavior change and tailor rewards based on participant characteristics.* Many participants already traveled in the bonus hours before the program started. To avoid this kind of self-selection, future programs should ideally be structured to reward behavior change rather than pre-existing behavior.
 - *More precisely target congested periods.* Rather than setting a single peak hour for everyone, future programs could more precisely target congested periods by tailoring the incentivized time periods to actual (or expected) congestion levels on BART and riders' origin and destination stations.
 - *Consider social equity implications.* Participants tended to be higher income and less ethnically diverse than BART riders as a whole. To reward a broader group of riders while retaining program cost-effectiveness, future programs would need to expand objectives beyond peak period crowding reductions.
 - *Consider risk in partnering with a start-up company.* The Perks platform was developed by a local Bay Area technology start-up. When a start-up is successful, it is common for it to be acquired by a larger company. This was the case with Perks, and the parent company decided not to continue to provide the platform as a service moving forward. When start-ups are not successful, there is also a risk that they could dissolve and thus can no longer provide services.
- Marketing & Recruitment
 - *Obtain sufficient peak travelers.* To have a true impact on volumes, future programs would need to enroll a much higher number of peak period Transbay travelers and/or significantly increase how much they shift.
 - *Address employer barriers to shifting later and personal barriers to shifting earlier.* Work-related constraints were identified as the top barriers for participants to arrive at work late. Future employer engagement could encourage employers to allow workers to arrive late. Participants cited personal reasons as the top barrier to arriving at work early. Future programs might explore partnerships to encourage early arrival, such as discounts at gyms near their offices or discounts on foods/beverages purchased early in the morning.

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- User Experience
 - *Create seamless payment options.* Participants redeemed points via PayPal. Many participants experienced payment delay if they did not have a PayPal account or if they registered for Perks with an email different from their PayPal account. A top request was to load incentives payments back on the user's Clipper card, or to at least provide options that do not require having a separate account and credentials to receive payment.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2018/19 budget.

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Enclosure – “Lessons from Perks: Evaluation Findings from the BART Perks Test Program” Draft Document



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Memorandum

Date: July 5, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 07/10/18 Board Meeting: Transportation Management for Major Corridor Projects

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>At the Chair’s request, we have coordinated with the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW) to prepare an update of traffic management plans to support several upcoming major transportation infrastructure construction projects that are planned throughout the City over the next five years. The projects encompass state and local transportation capital improvements, with significant sewer and water components for most projects. TA, SFMTA and SFPW staff will present details on the timing and approach to coordinating outreach and traffic management associated with these projects.</p>	<p><input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background

The City of San Francisco is currently experiencing unprecedented private development, public works and infrastructure construction activity. Over the next five years, several major transportation infrastructure projects will be constructed as listed in attachment 1, including: SFMTA’s Van Ness Corridor (US 101) Transit Bus Rapid Transit (BRT) Improvement Project (currently under construction); the Lombard Street (US 101) Improvements Project (recently awarded, soon to commence construction); SFPW’s 19th Ave (SR 1) Combined City project (anticipated to start construction in 2019); and the Geary Boulevard (BRT) Improvement Project (scheduled for construction in 2019/2020). All the above-mentioned projects include infrastructure upgrades to replace aging water mains, sewer pipelines, traffic signal electrical systems and auxiliary water supply system (AWSS) in addition to surface street modifications.

The California Department of Transportation (Caltrans) will also resurface 19th Avenue (SR 1) and Lombard Street (US 101) after SFPW’s projects on these corridors is completed. SFPW’s 19th Ave. (SR 1) Combined City and Lombard Street (US 101) Improvements project will install bulb-outs, curb ramps, traffic signals, upgraded water and sewer pipelines prior to Caltrans’ resurfacing of these corridors. Caltrans also plans to replace the aging US-101 freeway concrete deck above Alemany

Boulevard in 2020. It is anticipated this project will include a one-month closure of US-101 and require major temporary traffic detours in the area.

Other Light Rail Transit projects such as the L Taraval Rapid and Twin Peaks Tunnel Rail Replacement are also receiving needed replacement for worn rails, overhead wires, and track equipment. Streetscape projects to improve safety for pedestrian and bicyclists are being constructed along Broadway Chinatown, Polk Street, and 16th Street (22 Fillmore project). These projects also include additional upgrades to aging water, sewer, and electrical systems. The location map and schedule for the respective projects are shown as attachments 2 and 3.

Traffic Management

Although these much-needed projects will have substantial long-term benefits to the City, it will be critical to properly coordinate the delivery of the respective projects in the various corridors and implement best practices public notifications and traffic management procedures to the extent possible.

A robust public outreach campaign is an important component of traffic management best practices to keep the public, local businesses and residents informed of traffic situations affected by construction activities. Major projects such as the Van Ness Corridor Transit Improvement Project and Geary Rapid Project are currently hosting Business Advisory Committee meetings and Community Advisory Committee meetings to keep local businesses and residents along the corridors informed of current and upcoming construction work. Public outreach teams will also host additional community events as needed to raise awareness and answer questions. A media campaign is planned to deliver the message in multiple languages through press release to local television and radio stations, digital outreach in San Francisco and the surrounding commuter counties, informational notices on Muni buses, and up-to-the-minute alerts through SFMTA's website. These tactics aim to raise awareness and educate the public so that they can prepare accordingly, allocate additional time for travel, or take alternative routes.

SFMTA with support from Prop K will purchase and replace existing Intelligent Transportation Systems (ITS) equipment such as Variable Message Sign displays and controllers, network communication devices (switches and routers) and other related hardware and equipment. Variable Message Sign displays are used to show real-time information about current and future traffic conditions and emergency alerts. These signs are located throughout downtown and near Freeway 80 on-ramps and off-ramps. Two signs will be installed as part of the Van Ness BRT project. The contract will be awarded by Summer 2018 with implementation in late 2018 through Summer 2019.

Closed-circuit television (CCTV) traffic cameras and related hardware will also be purchased and installed at various locations throughout the city. SFMTA's Transportation Management Center uses CCTV traffic cameras to monitor traffic conditions to dispatch transit supervisors and traffic signal electricians as needed. The cameras are also used by traffic engineers to evaluate traffic signal timing to better accommodate various modes of travel. SFMTA currently has 84 traffic cameras in the field and 110 cameras in stock. Prop K and Prop 1B Bonds are contributing a total of \$1,800,000 for the installation of cameras at 138 new locations. These locations include major corridors such as Embarcadero, Geary Boulevard, 19th Avenue, and Lombard Street. In addition, SFMTA plans to purchase as many as 160 new cameras for deployment. Installation of cameras is expected to take

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place throughout 2019. Expanding the traffic camera network will support improved decision making and help SFMTA to better manage field operations.

SFMTA will review traffic control plans (TCP) to ensure appropriate application of traffic control devices, lane transitions, detours and the deployment of flaggers, parking control officers (PCO) and the San Francisco Police Department (SFPD). SFMTA will also issue special traffic permits (STP) mandating the use of specific traffic control devices, traffic personnel, detour routes, work dates and hours and coordination with City agencies. Practical implementation includes spacing between work zones along a corridor, to avoid continuous impacts and to dissipate congestion. SFMTA will also review 60-100-day look-ahead schedules to help phase work within a designated area to avoid cumulative construction impacts. On an average day, SFMTA has 140 PCOs to minimize congestion in downtown Bay Bridge queues, to minimize double parking, and provide traffic control for special events. In the coming years, SFMTA plans to add more PCOs to help with the planned construction program. City agencies plan to allocate additional budget for traffic control officers and support staff to deal with the anticipated increased construction activity. Traffic officers will be deployed to key intersections. City agencies are also working on an overall traffic management plan. These measures will help the City better manage a generational construction challenge.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Major Corridor Project Description Table Present – 2023

Attachment 2 – Project Map

Attachment 3 – Project Construction Schedule

Attachment 1: Major Corridor Project Description Table Present – 2023

Project	Description	District(s)	Estimate	Start Construction	End Construction
19th Ave Combined City (SFPW)	Implements transit reliability and vision zero safety improvements along with other infrastructure upgrades along 19 th Avenue between Lincoln Way and Holloway Avenue. Includes bus and pedestrian bulb-outs, removal of channelizing islands, reconstruction of channelizing island at 19 th Avenue and Winston Drive, sewer replacement, water work, AWSS replacement, traffic signal, traffic control, and all associated work. 19 th Avenue is a Vision Zero Corridor. Work is timed to precede Caltrans repaving of 19 th Avenue.	4, 7	\$42,674,838	Early 2019	Late 2020
19th Ave Resurfacing (Caltrans)	Caltrans will resurface 19 th Avenue and upgrade signals from Junipero Serra to Lake Street. Caltrans will upgrade signals at Lake Street, Crossover Drive, Martin Luther King Jr Drive, and Crespi Drive. Construction work will follow work being done as part of the 19th Ave Combined City Project.	1, 2, 4, 5, 7	\$22,771,000	Summer 2020	Summer 2021

Project	Description	District(s)	Estimate	Start Construction	End Construction
22 Fillmore (SFMTA)	Constructs transit priority and pedestrian safety improvements for the 22 Fillmore route along 16 th Street, including transit-only lanes, transit bulbs and islands, new traffic signals, and several pedestrian safety upgrades. The project will transform and shape the 16 th Street corridor by improving transit reliability, travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination.	6, 8, 9, 10	\$67,500,000	Early 2019	Early 2021
Highway 101/280 Managed Lanes (SFCTA/Caltrans)	Project is studying ways to increase the operational efficiency and person throughput of San Francisco's freeways by converting existing general-purpose lanes to carpool or transit lanes, or re-purposing closely spaced on- and off-ramps for carpool and transit only.	6, 9, 10	\$47,700,000	Fall 2021	Fall 2023
Highway 101 Deck Replacement at Alemany (Caltrans)	Caltrans will reconstruct 101 Freeway bridge decks above Alemany Boulevard. The project will require the closure of northbound 101 Freeway and diversion of northbound traffic to City streets. Southbound 101 traffic will be routed onto existing northbound deck while the southbound freeway deck is being reconstructed. After reconstruction of southbound deck, southbound 101 traffic will return onto new southbound deck. The northbound deck will then be reconstructed.	9, 10	\$20,340,000	Spring 2020	Fall 2020

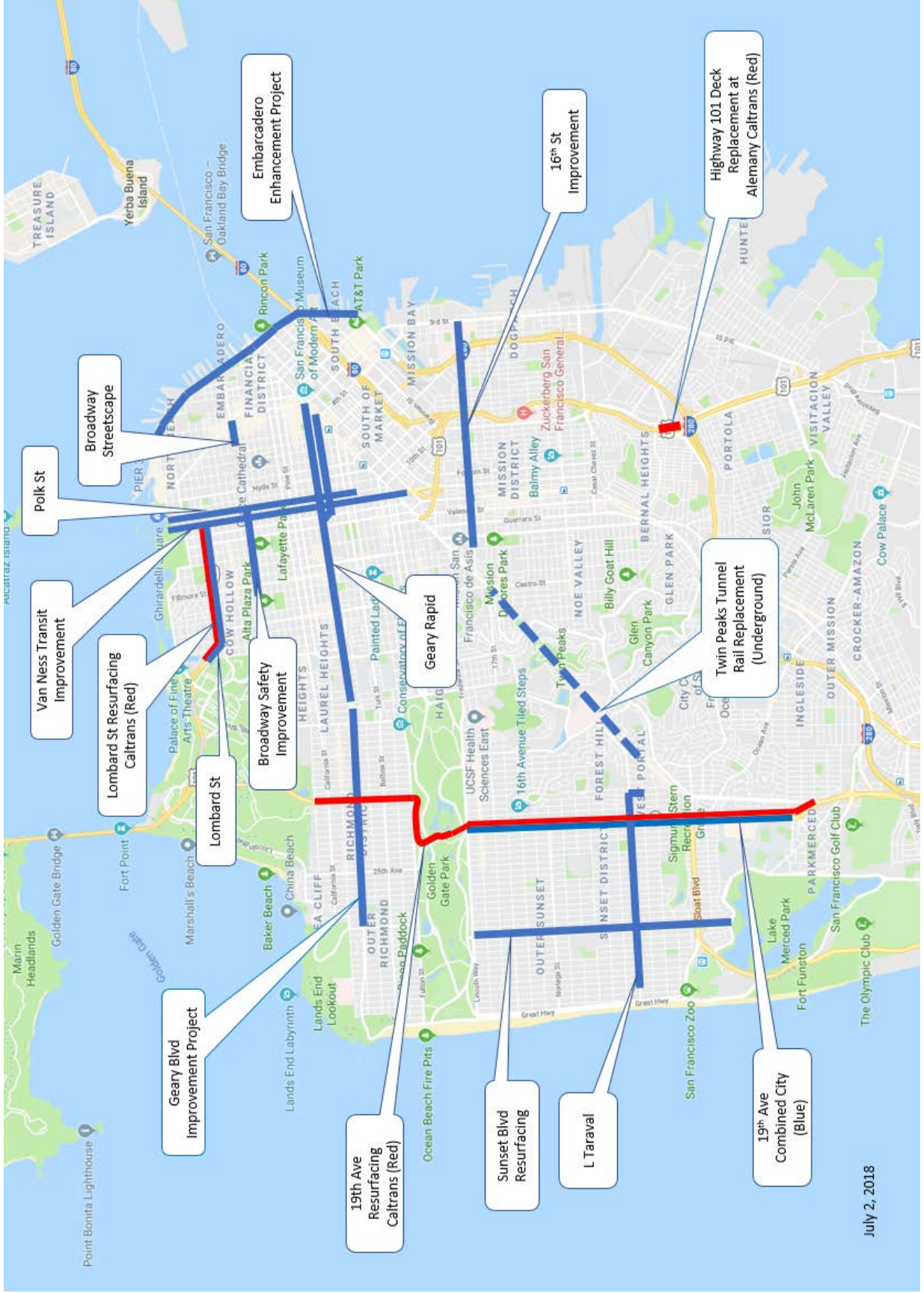
Project	Description	District(s)	Estimate	Start Construction	End Construction
Broadway Chinatown Streetscape Improvement Project (SFPW)	Project will provide a safer and more pleasant walking experience, with new paving, streetlights, street trees, and street furnishings inspired by the unique history of the neighborhood. The work, on Broadway between Columbus Ave to the Robert C. Levy Tunnel, will convert the current arterial to two lanes of traffic in each direction, and include bulb-outs, raised crosswalks, and special intersection treatment to improve pedestrian visibility.	3	\$7,300,000	Spring 2017	Spring 2018
Embarcadero Enhancement Project (SFMTA)	This is a planning effort to improve safety and comfort for all travelers along the Embarcadero, including the Promenade, by envisioning the Embarcadero as a Complete Street. This phase of the project will develop a conceptual design and cost estimate for creating dedicated and physically separated space for pedestrians, bikes and cars along The Embarcadero, and this would primarily be accomplished through the design and construction of a fully protected bikeway. This project will be coordinated with the Port of San Francisco's 'Seawall Earthquake Safety Program.'	3, 6	TBD, planning only currently	Coordinated with Port's Seawall Earthquake Safety Program	Coordinated with Port's Seawall Earthquake Safety Program
Geary Rapid (SFMTA)	The Geary Rapid project includes dedicated side-running bus-lanes as well as other transit reliability and pedestrian safety improvements between Market and Stanyan streets such as transit and pedestrian bulbouts, new and upgraded traffic signals, removal of the Steiner Street pedestrian overcrossing structure, a road diet, and new pedestrian crossings. Work will be	1, 2, 3, 5, 6	\$64,656,000	Early 2019	Summer 2021

Project	Description	District(s)	Estimate	Start Construction	End Construction
Geary Boulevard Improvement Project (SFMTA)	<p>coordinated with underground utility work including sewer and water upgrades as well as roadway repaving.</p> <p>The Geary Boulevard Improvement Project will extend bus-only lanes from Stanyan Street to 34th Avenue including a center-running segment between Arguello Boulevard and 28th Avenue. The project will include new bus stations, transit and pedestrian bulb-outs, traffic signals upgrades, new street lights, and underground utility work. The project will provide quicker, more reliable transit service and safety improvements.</p>	1, 2	\$235,344,000	Fall 2020	Spring 2022
L Taraval Rapid (SFMTA)	<p>The project will replace infrastructure like the worn rails, overhead wires and sewers, as well as repave the entire street. Project will include new boarding islands, trees, streetscape elements, bulb-outs, and transit-only lanes to improve safety and transit reliability. Project extends from 15th Avenue to 46th Avenue.</p>	4, 7	\$90,000,000	Early 2019	Summer 2021
Lombard Street (SFPW)	<p>Combined City Project from Richardson Avenue and Francisco Street to Lombard Street and Van Ness Avenue. Project consists of curb ramp, bulb-out, bus pad installation, sewer replacement, water work, traffic signal, traffic control, and all associated work.</p>	2	\$18,900,000	Summer 2018	Spring 2020

Project	Description	District(s)	Estimate	Start Construction	End Construction
Lombard Street Resurfacing (Caltrans)	Caltrans will resurface Lombard Street from Van Ness Avenue to Doyle Drive. Construction will follow work being done as part of SFPW's Lombard Street project.	2	\$3,495,000	Summer 2020	Summer 2021
Polk Streetscape Project (SFPW)	Project extents are Polk Street, from McAllister to Union and includes bicycle improvements: a protected bikeway northbound between McAllister and Pine, a new green bike lane southbound between Union and Post Streets, and additional green paint, buffers, and green backed "sharrows", New pedestrian safety measures include daylighting, crosswalk upgrades, signal improvements, and 11 corner bulb-outs. The bulb-outs will be located where Polk Street intersects with Geary, Bush, Sutter, Pine, California, Broadway, Green, and Union. The project will also consolidate bus stops and optimize commercial loading while providing landscaping and new lighting. The project construction also includes water main and sewer replacement on select segments, new road base and repaving from Beach to McAllister and alley enhancements at Fern and Austin.	2, 3, 6	\$26,058,003	Summer 2016	Summer 2018

Project	Description	District(s)	Estimate	Start Construction	End Construction
Van Ness Corridor Transit Improvement (SFMTA)	The core BRT project will be built in conjunction with several separately-funded utility replacement projects as a unified Van Ness Improvement Project. Sewer, water, and emergency firefighting mains will be installed. Street lights will be replaced. Green infrastructure will be installed in key spots, complementing the 210 new median trees and other landscaping included in the BRT project. Upon completion of the project in 2020, Van Ness Avenue Bus Rapid Transit aims to improve travel time by 32%, increase reliability up to 50%, increase boarding up to 35%, and reduce daily route operating cost by up to 30%. Schedule dates shown at right are for the Unified Van Ness Corridor Transit Improvement Project	2, 3, 5, 6	\$316,400,000	Fall 2016	Late 2020
Twin Peaks Tunnel Rail Replacement (SFMTA)	Conduct rail upgrades to bring the Twin Peaks tunnel into a state of good repair. Project includes: replacing track with 115RE rail, composite ties, ballast, and new rail plates and fasteners; replacing the crossover between West Portal and Forest Hill Stations; replacing turnouts; replacing electrified switch machines and track switch controllers and providing a spare switch machine; replacing tie and ballast tracks with direct fixation embedded track; repairing damaged drain line; installing flood lighting; and adding seismic upgrades.	7, 8	\$40,000,000	Summer 2018	Summer 2019

Attachment 2 – Major Transportation Capital Projects Map (2018-2023)



Blue Lines: CCSF Projects
Red Lines: Caltrans Projects

Attachment 3 – Project Construction Schedule

Major Corridor Transit Improvement Projects										
Project	Present - 2023					2021	2022	2023		
	2018	2019	2020	2021	2022					
Van Ness Corridor Transit Improvement (SFMTA)										
Broadway Streetscape (PW), Safety Improvement (MTA)										
Polk Streetscape Project (SFPW)										
16th Street Improvement (SFMTA)										
Lombard Street - State Route 101 (SFDPPW)										
Lombard Street Resurfacing - State Route 101 (Caltrans)										
19th Ave Combined City - State Route 1 (SFDPPW)										
19th Ave Resurfacing - State Route 1 (Caltrans)										
L Taraval Rapid (SFMTA)										
Twin Peaks Tunnel Rail Replacement (SFMTA)										
Highway 101 Deck Replacement at Alemany (Caltrans)										
Geary Rapid (SFMTA)										
Geary Boulevard Improvement Project (SFMTA)										
Sunset Boulevard Resurfacing (SFPW)										
Embarcadero Enhancement Project (SFMTA)										

Date: July 2, 2018