



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, September 11, 2018; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Brown, Cohen, Fewer, Kim, Mandelman, Ronen, Safai, Stefani and Yee

Clerk: Alberto Quintanilla

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	Support: Assembly Bill (AB) 1184 (Ting)	
6.	Allocate \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – ACTION*	35
	Projects: (SFMTA) Muni Forward (\$3,339,000), Bus Transit Signal Priority (\$1,189,972), Schools Engineering Program (\$1,087,775), Application-Based Traffic Calming Program (1,013,399); (BART) Powell Station Modernization (\$327,025) and (SFPW) Great Highway Reroute Project (Permanent Restoration) (\$1,105,067)	
7.	Adopt the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16 th Street/7 th Street and Mission Bay Drive/7 th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center – ACTION*	47
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Other Items

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

Board Meeting Agenda

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

10. Public Comment

11. Adjournment

*Additional Materials

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 5, 2018

1. Committee Meeting Call to Order

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

CAC members present: Kian Alavi, Hala Hijazi, Becky Hogue, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (8)

CAC Member Absent: Ablog (1)

Transportation Authority staff members present were Michelle Beaulieu, Eric Cordoba, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Mike Tan, and Luis Zurinaga (Consultant).

2. Chair’s Report – INFORMATION

Chair Larson reported that the Transportation Authority would be partnering with the Global Climate Action to host a clean transportation scavenger hunt on Monday, September 10. He said the scavenger hunt was social-media based and would showcase all of the ways San Francisco residents, workers, and visitors could get around in the city’s green, multimodal system. He noted that the public could visit sfcta.org to sign up for a scavenger hunt email notification and that prizes would be awarded.

Chair Larson thanked Edward Mason, member of the public, for raising the issue of sidewalk cracks on Nellie and 23rd streets during public comment at a prior meeting. He said Transportation Authority staff passed on his input to San Francisco Public Works (SFPW) and they expedited repairs at both locations. He mentioned SFPW was monitoring the repairs and would use the information to inform a plan of action with the contractor.

Chair Larson restated Peter Tannen’s request to the Transportation Authority to have the San Francisco Municipal Transportation Agency (SFMTA) attend a future CAC meeting to provide an update on Muni operational issues. He said Supervisor Brown had requested a hearing on the issues and the hearing was expected to be held at the Board of Supervisors Land Use and Transportation Committee. He said the hearing date was not yet known, but that the SFMTA was currently preparing for the hearing and had agreed to share any materials with the CAC at the same time they are made available to the Board of Supervisors.

Chair Larson announced that the next CAC meeting would be held September 26, 2018.

During public comment Edward Mason said the sidewalk cracks highlighted a bigger systemic issue with SFPW regarding structural problems, quality assurance and contract administration. He thanked the Transportation Authority for fast tracking his request. He urged the CAC to do their due diligence and monitor newly constructed sidewalks and curbs.

Consent Agenda

3. Approve the Minutes of the July 25, 2018 Meeting – ACTION

4. Citizens Advisory Committee Appointment – INFORMATION

5. Progress Report for Van Ness Bus Rapid Transit Project – INFORMATION

Peter Tannen asked why the project had not progressed in terms of percent complete since the July CAC progress report. He noted that both the July and September progress reports stated that the project had progressed 1% from 26% to 27%.

Mike Tan, Administrative Engineer, said the project had been progressing about 1% per month and said there was typo in the September report that did not reflect the 1% percent increase from the previous month. He said the contractor and subcontractor were moving along with the project at a slow pace given the nature of the underground work.

Chair Larson said he understood that the delays were due to utilities and potholing and asked if there was a work plan to deal with those specific issues. He also asked if there would a jump in percentage complete once the utility work was completed.

Mr. Tan said the utility work would take about 2 years to complete. He said there was a lot of surface area to cover and that the contractor was only doing a few blocks at a time in order to keep the street open. He said the utility work made it difficult for the Bus Rapid Transit (BRT) portion of the project, in the median, to be worked on and that the median was currently being used as staging for materials or to divert traffic. Mr. Tan also confirmed that the percent complete measure would increase much more rapidly after the underground work is completed.

Peter Sachs said airport runways like roads similarly faced pothole issues which sometimes would require the airport to close the runway for a few days to fill severe potholes. He asked if an analysis had been done to close Van Ness Avenue for a few weeks to allow the work to get down a lot faster, noting that a short closure that accelerates work maybe better than 2 years of inconvenience.

Mr. Tan said the traffic management plan discussed diverting traffic to Franklin and Gough Streets but that there were currently no plans to shut down Van Ness. He said he understood that closing Van Ness would accelerate progress, but that it would affect businesses that are on the street.

Maria Lombardo, Chief Deputy Director, said Peter Gabancho, Van Ness BRT Project Manager, was unable to attend the CAC meeting but she would request that he address the question at the next CAC meeting.

Mr. Tan said the BRT would be phased throughout the project and said contractor were currently working on the northeastern portion of Van Ness. He said construction would shift to the other side of the street once that area was reopened to traffic.

Kian Avian asked what was being done to get the project back on track and asked what was happening with the affected citizens who relied on Van Ness.

Mr. Tan said the SFMTA had community advisory and business advisory committees specific to the Van Ness BRT project that were performing public outreach.

Chris Waddling asked if the pace of the project would accelerate after utility and underground work was completed.

Mr. Tan replied in the affirmative.

Chris Waddling asked if the proposed finish date on the underground work was known.

Mr. Tan estimated that the utility and underground work would be completed by the end of 2019. He noted that the BRT would be phased in during construction and the project would be

completed by the end of 2020.

During public comment Roland Lebrun asked why potholing was necessary, when performing underground work, when ground penetrating radar (GPR) was available. He asked if SFPW used GPR.

Mr. Tan said SFMTA was using GPR but noted that it had limitations depending on the types of soils and did not always fully reveal structures and utility lines. He said potholing gave visual confirmation.

Becky Hogue moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

End of Consent Agenda

6. Adopt a Motion of Support for the Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – ACTION

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

Chris Waddling asked about the Powell BART station modernization project, asking if BART's wayfinding had considered visually impaired passengers and what type of signage was provided to visually impaired passengers.

Michael Wong, project manager at BART, said in terms of what was done for the visually impaired, it was best to speak with the agency's access department and community relations. He said spaces were being opened at the station as part of the modernization project.

Chris Waddling asked what signage was made available for visually impaired passengers.

Mr. Wong said that some of the signage had braille but that the subject project was geared towards modernization with global wayfinding signage.

Rachel Zack requested that BART provide a memo to the CAC on what BART normally has done in regard to wayfinding for the visually impaired. She also asked what the riding public experience would be while the Powell Modernization Project was underway and asked if the construction would cause the station to shut down or if there would be rerouting.

Mr. Wong said the station would remain open during construction and there would be barriers set up to block portions of work being done. He said the fare gate banks could be closed off for a certain amount of time, when being worked on, but that access would continue.

Peter Tannen noted that the project description referenced the BART Powell station ceiling and lighting project that had been taking years to complete. He asked if there was a progress update.

Mr. Wong acknowledged that BART had some challenges with that project and cited the following: challenges due to internal BART process getting authorization to do the work; the need to receive approval from the San Francisco Fire Department for sprinklers which triggered the need for additional equipment requests, and required more time and more interagency coordination; and lighting design. He said BART was working towards getting the project completed as fast as they can.

Mr. Tannen asked what the estimated completion date was for the ceiling and lighting project.

Mr. Wong said the estimated completion date would be Spring 2019.

Mr. Tannen mentioned that funds for the Powell BART project were requested to be redirected from the 24th Street BART Station and asked why there was a lack of community support for the project at 24th Street BART Station.

Michael Wong said he was not involved in that project but would follow up with the CAC.

Kian Alavi asked how traffic calming was evaluated and monitored by the SFMTA. He referenced a block on Shotwell Street that worked well and another with calming via raised crosswalks at ends that slowed vehicles down at the entrance, but not effectively mid-block.

Casey Hildreth, Project Manager at the SFMTA, said the mentioned section on Shotwell Street was part of a home zone project and not part of the subject traffic calming program. He said the traffic calming program focused on mid-block speeding and occasionally installed raised crosswalks. He said the program looked at speed humps which were effective, cost effective and did not take away parking. He said various departments also review the program proposals like the San Francisco Fire Department.

John Larson asked about the Great Highway Permanent Restoration Project and about a recommendation from the SPUR plan that had called for the conversion of the lower portion to no vehicular traffic and turning it a bike and pedestrian trail. He asked if it was a long-term plan.

David Frohlich, Project Manager at SFPW, said the long-term plan was to close the Great Highway between Sloat and Skyline Boulevards. He said the California Public Utilities Commission (PUC) had a project that would rebuild a tunnel that held sewer lines along the Great Highway and would divert traffic up Skyline and Sloat Boulevard to access the remaining segments of the Great Highway. He said PUC construction was estimated to start in 2023 and said there was also a trail and parking lot project being led by the Recreation and Parks Department which was estimated to start between 2019 - 2020. He said when the Great Highway closes, there would be an access road for PUC access and that the trail would remain open.

Peter Tannen asked if there were provisions for bicycles and pedestrians as part of the interim Great Highway Permanent Restoration Project.

Mr. Frohlich replied there were not provisions for bicycles and pedestrians and that the project was to restore the roadway from a previous storm.

Chris Waddling asked if there were plans for the eastern section of Sloat and Skyline Boulevard

Mr. Frohlich replied in the affirmative and said SFMTA and SFPW were working with a consultant on preliminary engineering. He said they hoped to have project completed before PUC closed the roadway in 2023.

Ms. LaForte said the improvements to Sloat and Skyline intersection were proposed in the 2019 5YPP item later on the agenda.

Mr. Frohlich said Caltrans had a project for the Sloat and Great Highway intersection which would happen after the road restoration project.

Kian Alavi asked if SFPW could follow up could on questions raised during Item 2's public comment regarding quality of installation of sidewalks and curbs.

Mr. Frohlich said SFPW had specs with all contractors and tested materials in a testing lab. He said SFPW was working on revising their standards plans around tree wells and curb ramps and

was considering adding rebar to the specs to help prevent cracking.

During public comment Jackie Sachs asked how the remodeling of the BART Powell Station would impact Third Street Light Rail that was coming into Union Square and if there would be any conflict.

Mr. Wong said there would be an opening at the east end of the Powell Station once Central Subway opens. He said he did not have the exact plans but did not believe there would be any conflict.

Mr. Mason asked about the Muni Forward and schools projects that would include sidewalk and curb work and mentioned that he recently saw new ramps that were marked up with paint to be dug up as part of an upcoming signal project. He asked if the projects were being done in a coordinated effort and being fiscally responsible.

Chris Waddling asked that the request for Powell Station Modernization be severed.

Peter Sachs moved to sever the request for Powell Station Modernization, seconded Hala Hijazi.

The motion was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

Peter Sachs moved to approve the severed request for Powell Station Modernization, seconded by Becky Hogue.

The severed item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen and Zack (7)

Abstain: CAC Member Waddling (1)

Absent: CAC Member Ablog (1)

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

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

7. Adopt a Motion of Support for the Adoption of 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, Consultant, presented the item per the staff memorandum.

Chair Larson noted the decision to carry this item over was a unanimous decision of the CAC, stating that the members all had concerns to varying degrees and wanted more time to think about the item.

Peter Sachs appreciated the chair's remarks. He thanked staff for the additional information and explanations which he found helpful but noted that he still had concerns. For example, he asked why the city didn't just wait until Caltrain and California High Speed Rail Authority (CHSRA) know what their needs are and then take an action on a comprehensive alternative. Mr. Sachs continued by saying if the alignment alternatives don't include the cost of yard relocation on top

of their already big price tags, it would not be good to find out several years from now that the cost must be increased even more to accommodate relocation of the yard.

Susan Gygi project manager for the RAB said that there are opportunities related to conversations that can be had about how to get Caltrain to the transit center and how to deliver service. She noted that a robust conversation can be had on what to do on the right-of-way after a preferred alternative is adopted. Ms. Gygi said that the RAB Study looked at worst case (relocation of the railyard) and that is what the report reflected. She stated that the yard might be able to stay where it is and a more robust conversation could happen once we know the needs from Caltrain and CHSRA. She acknowledged that this is a little like the cart before the horse, but San Francisco wanted to be out in front helping to steer the conversation. With respect to the cost of the yard relocation, Ms. Gygi confirmed that those costs were reflected in the cost estimate for the Pennsylvania and Third Street alignments.

Chris Waddling said that the original name of the study had I-280 Boulevard in its name and he knew that that part of the name was jettisoned fairly early in the process. However, he said railyard alternatives remained in the title and as such, it was disappointing to have no definitive recommendation on the railyard. Mr. Waddling commented that Caltrain has known about the need to do an operational assessment for years and it was a bit disconcerting to still be waiting for that information, as well.

Mr. Waddling noted that even if the yard does not have to move due to the alignment, it will eventually be moved because the current railyard is a very large and valuable piece of land given its location. He commented that the City of Brisbane doesn't want the yard and that means it could end up in the Bayview. Mr. Waddling said the city should be talking to people in the community and letting them know that this is being talked about even if it is just a possibility.

Adam Van Der Water, with the Office of Economic and Workforce Development, provided an overview of the city's perspective. He mentioned the concerns with at grade crossings that would impair access to Mission Bay, an area that is growing and will have a significant portion of the city's affordable housing. He noted that depressing the city streets beneath the rail was akin to creating more "hairballs" in the City, which no one wanted. Mr. Van Der Water said that depressing the rail makes the most sense. With respect to the yard issue, he referenced Mr. Zurinaga's description of some of the options. He continued by acknowledging that the city would be very interested in transit-oriented development on the yard, but stressed that at only 5% design, no decisions are being made on the yard. With respect to rail alignments, he noted Pennsylvania looks much better, but there are many more questions to answer and that the city would move forward publicly to address those questions.

Chair Larson opined that most people would likely not support at grade crossings but would support grade separations. He said that the way the study information has been presented has raised concerns citing alternatives presented that factor in having to move the railyard, and then references that indicate maybe something else could be done with the railyard, but without fully studying other options like undergrounding. He said there ought to have been a better way to conceptually show the yard options without giving the locations away to the public. Chair Larson said that the Pennsylvania alignment in concept seems fine. He asked if RAB did public input on the yard issue and what was presented to the RAB community advisory group.

Mr. Zurinaga suggested that the difficulty may be that CAC members are assuming that the Pennsylvania alignment and railyard are tied at the hip. He said they are not, that the yard will most likely be moved sometime in the future – date unknown, and it needs to be further studied, and that the Pennsylvania alignment did not require yard relocation. He clarified that the issue of potential yard relocation also applied to the other alignments.

Mr. Van Der Water said that once the project team confirmed that I-280 element was independent of the rail alignment decision, the team tabled the I-280/boulevard scope to address later as part of a separate effort with the community and Caltrans. He said that potentially, the yard could remain where it is now on the surface or underground, be relocated south within or outside of San Francisco, or in some combination of all of the above.

Ms. Gygi acknowledged that the project name was not great. She said that the original scope had five elements, with the first being the alignment. She said they changed the name at the end to better reflect the final scope.

Mr. Waddling thanked Mr. Zurinaga for saying that regardless of the alignment, the railyard would probably move. He said that this hadn't been plainly stated before and that it cleared up his main sticking point in terms of the alignment decision.

Peter Tannen asked what the cost of relocating the railyard was assumed to be in the cost table shown in page 3 of the memo.

Ms. Gygi said she could provide that information after the meeting, but generally the estimates included programmatic costs based on examples from around the world, land costs, location considerations, and contingency.

Mr. Tannen referenced the minutes from the last CAC meeting where Mr. Sachs had pointed to the RAB report where it said that the Pennsylvania alignment required relocation of the yard. He asked how this would be reconciled.

Ms. Gygi replied that yard relocation was assumed in the RAB Study for both the Pennsylvania and Third Street alignments to show the biggest impacts. She said the language in the report would be modified to reflect the CAC discussion and to be more in line with the memo in the agenda packet.

Chair Larson reported that he had received a phone call from Bob Feinbaum of Save Muni who could not attend but wanted the CAC to continue to table this item, noting he felt that the item as presented didn't fully illustrate that it was a two-part process between the tunnel, which he supported, and the alignment which he felt was a separate issue. Chair Larson apologized if he hadn't correctly conveyed the message.

Peter Straus, representing the Transit Riders Union and Friends of DTX, said they encourage this project to be built as soon as possible as it is next priority after Central Subway. He said choosing the preferred alignment is on the critical path and urged moving quickly rather than delaying the project further. Mr. Straus said the yard issue is not on the critical path and that like the CAC, he has urged the project team to be more public about yard relocation. He concluded by saying for various reasons, the Pennsylvania alignment is cheaper, faster to build and more cost effective and he urged the CAC to endorse it.

Roland Lebrun said that the major problem with all the alignments is that the train box (1543') and platforms (800') are not the same length. He spoke in favor of the 7th Street alignment. He said the focus should be on ensuring six 1400-foot platforms that will have the capacity of the current railyard and will connect the transit center to the East Bay. When that happens, Mr. Lebrun said the yard will move to the East Bay. He said Appendix B of the RAB report shows that six high rises will need to be demolished. He asked the CAC to review his response to the Pennsylvania alignment, that was forwarded to them before the start of the CAC meeting.

Jim Patrick, said the alignment was solid until 4th Street. He suggested 4th Street should be rethought along with the 7th Street tunnel that Mr. Lebrun mentioned, citing proximity to Giants and Warriors stadium and the ability to integrate with the T-line and bus terminals.

Ron Miguel said that he had the pleasure of chairing the RAB community working group. He said that he had questioned the title of the study at the very beginning and that by the second meeting, the group had eliminated the I-280 freeway as it had nothing to do with the alignment question. Mr. Miguel emphasized that what was important in this report is to get a concept alignment on the books. He ended by noting that he agreed that most likely the yard will move in the future.

There was no further public comment.

Peter Sachs moved to approve the item, seconded by Peter Tannen

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

8. **2019 Prop K Strategic Plan 5-Year Prioritization Program Update – INFORMATION**

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

Peter Sachs said that he loved that there was funding proposed for the 19th Avenue/M Ocean View Subway. He asked if there was a way to make the funds available earlier, as it was important get the project started because it will inform other nearby projects on the West Side, including Park Merced. He also asked if the F-line extension proposal would include rehabilitating the Fort Mason tunnel. He said he had heard cost estimates of \$60 million for rehabilitating the tunnel and he was not convinced that was a good use of funds.

Peter Tannen asked where more detail could be found on the project proposals. Ms. LaForte said that Project Information Forms for all project proposals were available on the Transportation Authority website as an attachment to the CAC meeting materials by following the agenda link for the September 5, 2018 meeting.

Chris Waddling asked which districts had used their Neighborhood Transportation Improvement Program (NTIP) funds and which had not. He asked what the Transportation Authority had learned regarding how to help Supervisors and the public use the funds. He asked whether the amount programmed to NTIP should increase in the 2019 5YPPs.

Ms. LaForte said that District 7, for example, had not used its NTIP Capital funds, but that the district had a robust participatory budgeting process that resulted in allocation of General Fund

funds to many of the small safety improvement projects that NTIP might otherwise have funded. She said there was always a need to do more, but NTIP seemed to be the right size. She pointed out that SFMTA's new Community Response Team program would make \$100,000 available per year similar to those funded by NTIP.

During public comment, Ed Mason asked whether street trees were only planted as part of capital projects. He said that capital funds should not be used to replace trees that had not been properly maintained by the City. He said that maintenance should be the responsibility of the operator, but the planting trees as part of a capital project like Masonic was okay.

Jackie Sachs said that she had worked on 5YPP updates when she was on the CAC. She reminded the CAC that Prop K would have to go before the voters for reauthorization. She said that while Prop K included funds for Geary Bus Rapid Transit (BRT), Geary Light Rail was not funded despite the fact that it was grandfathered into Prop K from Prop B. She said that Geary BRT was supposed to be light rail ready.

Chair Larson reiterated that CAC members should direct additional comments and questions to Transportation Authority staff.

9. Adopt a Motion of Support for the Adoption of a Support Position on Assembly Bill 1184 (Ting) – ACTION

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

Chair Larson said he was surprised that Uber, Lyft and the ride-hail companies were in support of the bill.

Ms. Beaulieu said the bill came out of negotiations between Supervisor Peskin and the Transportation Network Companies (TNCs). She said the bill was a compromise, which involved Supervisor Peskin removing his business gross receipts tax on TNCs from the November ballot.

Rachel Zack said that she understood that there was a conversation regarding not wanting to disincentive shared rides, but she asked why there was a reduction in the tax rate for shared rides given that their pricing is already discounted on the apps.

Ms. Beaulieu said reports on TNC congestion demonstrated the need to continue to incentivize shared rides but did not know how the specific tax percentages were reached.

Kian Alavi asked if taxing rides originating in San Francisco versus trips beginning and ending in San Francisco could be further explained.

Ms. Beaulieu said she was not part of the negotiations for the construction of the bill, but thought it was one of the most straightforward ways to collect this tax.

Kian Alavi asked if the revenue projections were known.

Ms. Beaulieu said she did not have that information.

Kian Alavi asked if there were provision to see where TNCs would be coming from or data to know how much to tax TNCs.

Ms. Beaulieu said most of the details had been left out of the bill and would be part of the work done by the City and County of San Francisco to develop the details of what would be placed on the ballot.

Kian Alavi asked why the Transportation Authority was seeking the CAC's support when the agency director had already sent out a letter of support on the bill.

Ms. Beaulieu said the Governor was looking at the bill and had 30 days to sign or veto the bill so

all support was helpful, especially since there was vocal opposition. She said the item would go in front of the Transportation Authority Board on September 11, 2018.

Chris Waddling asked who was the vocal opposition.

Ms. Beaulieu said the Silicon Valley Leadership Group and the Alliance of Automobile Manufacturers had opposed the bill. She said there was a long list of supporters of the bill online.

Ms. Lombardo said Waymo was the most vocal opposition.

Chris Waddling said given that the bill was on the Governor's desk and had passed both houses that it was a good first step. He said he would like to see rides originating from other parts of the state also being taxed.

Rachel Zack asked if the Transportation Authority was preparing to study the congestion impacts before and after the possible implementation of a ride-hailing tax.

Ms. Lombardo said the Transportation Authority would track the effects and noted that the TNC tax was not structured to be a pricing tax, but rather intended to tax TNCs for their "fair share" of funding transportation improvements. She said the Transportation Authority would have an update on congestion pricing thinking at a future CAC and Board meeting.

Rachel Zack said she would like to see data to show why shared rides should be taxed at a lower percentage.

Kian Alavi asked if the revenue generated from the tax would be given to the Transportation Authority.

Ms. Lombardo said getting the bill through the legislature once it was amended was tremendous work and that part of the way that it got approved was by drafting a simple bill that allows the details to be figured out at the local level. She said it was not known if the Transportation Authority would receive a portion of the revenues.

Chair Larson asked if the plan was to place the measure on the November 2018 ballot.

Ms. Beaulieu said the bill would be effective as of January 2019, if signed by the Governor, and so it would not be able to place a measure on the November 2018 ballot.

There was no public comment.

Chris Waddling moved to approve the item, seconded by Kian Alavi

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

10. Introduction of New Business - INFORMATION

Peter Sachs requested that when the item of Muni operational issues is calendared that the CAC concurrently calendar an action item to discuss whether to endorse SFMTA leadership or not.

Peter Tannen requested that the CAC consider an action item to rename Presidio Parkway on behalf of Michael Painter, who developed the parkway concept and recently passed away.

Rachel Zack requested an update on SFMTA's dockless bikeshare pilot program that had begun in April 2018.

Chair Larson requested an update on the Muni M Line given that it was on the 2019 Prop K strategic plan 5-year prioritization list of programs.

11. Public Comment

During general public comment Jackie Sachs stated that former CAC member Brian Larkin helped author Prop B and asked that he be recognized for his time on the CAC. She requested an update on the Other Nine to Five project and mentioned that Supervisor Tang had talked about bringing back public-school buses.

Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations. He stated that the 2017 status report would be presented at Muni CAC tomorrow night.

Peter Tanned reiterated the request to recognize former CAC member Brian Larkin.

There was no public comment.

12. Adjournment

The meeting was adjourned at 8:18 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 24, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:07 a.m.

Present at Roll Call: Commissioners Brown, Cohen, Fewer, Peskin, Ronen, Stefani, and (6)

Absent at Roll Call: Commissioners Yee (entered during Item 2), Kim (entered during Item 3), Safai (entered during Item 13), Mandelman and Tang (5)

Commissioner Ronen moved to excuse Commissioner Tang, seconded by Commissioner Cohen. Commissioner Tang was excused without objection.

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

2. Chair's Report – INFORMATION

Chair Peskin welcomed Commissioners Brown and Mandelman and said he looked forward to working with them on key issues that would shape city policies in the coming months and years. He highlighted the opening of San Francisco Public Works' (SFPW) Broadway Chinatown Streetscape Improvement Project and noted that it was the fourth and final phase between Columbus Avenue and the Broadway tunnel. He thanked the Transportation Authority for programming \$5.3 million in federal One Bay Area Grant (OBAG) funds, provided by the Metropolitan Transportation Commission (MTC), and \$2.4 million in Prop K and AA funds five years ago to the project. He said the funding made the busy arterial safer with narrower traffic lanes, bulbouts, bus shelters, raised cross walks, street trees, benches and street lights among other safety improvements. He also thanked the Chinatown Community Development Center (CCDC) for their long-term advocacy and SFPW staff for redesigning portions of the project with the CCDC. He thanked the public for putting up with the year-long construction and said they would be pleased with the finished project.

Chair Peskin reported that another major vision zero project that was funded by the Transportation Authority, with a combination of local and regionally provided federal funds, was the San Francisco Municipal Transportation Agency's (SFMTA's) completed Masonic Avenue Complete Streets Project. He said the project spanned Supervisorial Districts 5, 2 and 1 and was a full redesign of Masonic Street from Fell to Geary Streets. He said the project included wider sidewalks, a new median, paving, landscaping, lighting and upgraded sewer infrastructure. He said the Transportation Authority provided \$10.2 million in OBAG funds and approximately \$400,000 in Prop K sales tax dollars to the project and that the SFMTA anticipated holding an opening event in August.

Chair Peskin reported that the Transbay Joint Powers Authority (TJPA) had set a date of August 11, 2018 for the grand opening of the Salesforce Transit Center. He said the Transportation Authority had played a major role in funding and supporting the development of the regional transit center which housed a hub for 11 local and regional transit systems including Muni, AC Transit, SamTrans and eventual rail connections for the Downtown Extension of Caltrain and high-speed rail. He said the integrated transit center in the Caltrain extension program was the largest project in the Prop K expenditure plan and had designated up to \$270 million toward the project. He reported that the Transportation Authority had allocated \$175 million in Prop K funds, with a request to add more for the downtown extension design agendized. He said the project was not easy but had already made a major impact catalyzing over a decade of development across the transbay transit district, which included much needed affordable housing. He congratulated the TJPA and thanked the funding partners and all of the Commissioners and Supervisors' past and present.

On behalf of the Transportation Authority, Chair Peskin expressed his deepest sympathies to the family of Nia Wilson who was fatally stabbed at the MacArthur Bart station. He said the Board was relieved that a suspect had been taken into custody and would support Bart representatives on next steps. He sent the Board's condolences to the families of Dimitri Scottkin, a 69-year-old who was struck and killed while crossing Slope Boulevard and Kevin Manning, a petty cab driver who was hit riding on the Embarcadero. He noted that a Vision Zero Committee meeting was coming up and hoped to talk about more that could be done to prevent these crashes, deaths and injuries.

There was no public comment.

3. **Executive Director's Report – INFORMATION**

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

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the July 10, 2018 Meeting – ACTION**

5. **[Final Approval] State and Federal Legislation Update – ACTION**

Commissioner Cohen asked if the legislation for Senate Bill (SB) 1014 was amended.

Amber Crabbe, Public Policy Manager, stated the state Legislature had been in recess and there had been no further action on the bill. She said the Transportation Authority's state legislative advocate had been in contact with the author and had discussed their concerns with the bill.

Commissioner Cohen asked if the staff recommended that the Board take a no position on the item unless it was amended.

Ms. Crabbe said the recommendation before the Board was to maintain the original support if amended position, to allow staff to work with the author to get the amendments that were outlined in the memo.

Chair Peskin clarified that the actual language on page 15 of the Board packet stated that the Transportation Authority hereby adopted a revised position of support if amended on SB 1014.

Commissioner Cohen questioned the Transportation Authority staff's recommendation and noted that SB 1014 set a target that the California Air Resources Board and the California Public Utilities

Commission establish targets and goals to reduce emissions from Transportation Network Company vehicles.

Ms. Crabbe clarified that Transportation Authority staff was not recommending an oppose position on the bill, and explained that the recommended position would allow staff to support the bill if the requested amendment were made.

Commissioner Cohen said she appreciated the clarification.

There was no public comment.

Commissioner Cohen moved to approve the Item 5, seconded by Commissioner Yee.

Item 5 was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Mandelman, Safai and Tang (3)

6. **[Final Approval]** Amend 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 – **ACTION**
7. **[Final Approval]** Allocate \$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**
8. **[Final Approval]** Approve Part 1 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, Programming \$388,003 to Four Projects – **ACTION**

Commissioner Cohen stated she would be supporting Item 8.

There was no public comment.

Commissioner Cohen moved to approve Item 8, seconded by Commissioner Stefani.

Item 8 was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Mandelman, Safai and Tang (3)

9. **[Final Approval]** Adopt 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**
10. **[Final Approval]** Adopt the Emerging Mobility Evaluation Report – **ACTION**
11. **[Final Approval]** Adopt the Bay Area Rapid Transit (BART) Perks Evaluation Findings Document – **ACTION**

There was no public comment.

Commissioner Yee moved to approve Items 4, 6, 7, 9, 10 and 11 on the Consent Agenda, seconded by Commissioner Fewer.

The underlying consent items were approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Mandelman, Safai and Tang (3)

End of Consent Agenda

12. **[Final Approval on First Appearance] Adopt an Oppose Position on Proposition 6, the Voter Approval for Future Gas and Vehicle Taxes and 2017 Tax Repeal Initiative – ACTION**

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Mandelman, Safai and Tang (3)

13. **Update on the Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc. – INFORMATION**

Lien Luu, Deputy Manager at Sjoberg Evashenk Consulting, Inc., presented the item.

Chair Peskin stated that when he first became Chair, he was interested in having something similar to a budget analyst-type function at the Transportation Authority. He noted this was the first work product the Board had seen from the consultant and thought it was helpful. He said Transportation Authority staff and the Board should think about the recommendations over the August recess and agendize further discussion on the implementation of some of the recommendations after the recess. He said he wanted to model the analysis and oversight of the Transportation Authority after the Board of Supervisor Budget Committee, which he said had a set of performance metrics and allowed the public to understand how their dollars were spent. He said he would add that as a recommendation as well.

Chair Peskin asked to hear from Transportation Authority staff and discussed the needed redesign of the Transportation Authority website. Chair Peskin referred to the San Francisco Controller's website use of dashboards as a helpful tool for policymakers and members of the public. He acknowledged that the Transportation Authority was undertaking a revamp of the website and agreed with the recommendation to highlight MyStreet SF, the agency's interactive project map. He said he would like to discuss the benefits and detriments of bringing legal and information technology functions in house and agreed that the annual report should show the reconciliation on project delivery progress that was recommended.

Director Chang said the process provided a lot of insight for Transportation Authority staff given that Prop K had been administered for close to 30 years. She said next year was the Transportation Authority's 30th anniversary and was gratified to see the agency delivering as promised to the voters. She said it was helpful to hear feedback from other partners in the city and across the region on things that the Transportation Authority was doing well and things that could be improved. She said the agency heard the recommendations regarding communications and mentioned the redesign of the website and the need to have semiannual in-depth discussions with partners.

Director Chang said the agency appreciated the in-house versus consulting balance and felt it was good to see that they were in line and were provided good value by their consultants. She said the in-house recommendation for general counsel would be further looked at, as the Transportation Authority approached an operating role with the Treasure Island tolling program. She said the new

role would elevate the level of operational responsibilities, interactions with external partners and potentially things like cyber-attacks.

Chair Peskin recommended that the item return to Board in either September or October.

There was no public comment.

14. **Update on the Muni Service Equity Strategy Report – INFORMATION**

Sean Kennedy, Muni Forward Program Manager at San Francisco Municipal Transportation Agency, presented the item.

Commissioner Ronen noted the increased service to the 8 Bayshore bus line and expanded 60-foot buses on the 9R San Bruno rapid bus line, both of which traveled through the Portola neighborhood. She said that the Muni Service Equity Report did not specify the Portola as a focused neighborhood and asked if it was included with the Visitacion Valley or Outer Mission. She said she wanted to make sure that Muni was surveying those residents in similar ways because there was congestion on San Bruno Avenue, with frequent reports of rider altercations on both bus lines.

Mr. Kennedy said the report identified rough areas and had grouped Portola within the Visitacion Valley area. He said Muni had been working with the Portola neighborhood to improve the 9 and 9R San Bruno bus lines and would continue to foster relationships as part of the equity strategy process. He said it was a good problem to have a high demand for public transit and that it was up to Muni to find ways to get riders better and more frequent service.

Commissioner Ronen asked if the switch to 60-foot buses on the 9 and 9R San Bruno bus lines had decreased the number of reported rider altercations.

Mr. Kennedy said incidents had gone down but noted that riders did not always report altercations. He said the number of altercations generally seemed to decrease as a result of less crowding on buses.

Commissioner Brown noted that the Western Edition was one of Muni's focus neighborhoods and said she was in Supervisor Breed's office as a legislative aide when the process started. She asked what improvements were being planned and mentioned that none were listed. She said the area had a lot of seniors in the area that were having issues with bus stops being moved and having to walk further distances. She also asked what public safety measures were being taken to eliminate dark bus stops and signs. She said seniors and the public did not feel safe going to the bus stops or being let off on bus stops in the dark.

Mr. Kennedy said Muni implemented the 5R Fulton rapid bus line as a result of the 2016 equity strategy report and significantly increased ridership while reducing crowding. He said Muni continued to work on McAllister and Fulton Streets to improve those services and were looking at making some small-capital adjustments to the 31 Balboa bus line. Mr. Kennedy said Muni was working on improving reliability and frequency of the 31 Balboa and was rolling out new signage at bus stops that included a small beacon of light at the top of each stop sign. He said Muni did not currently have the electrical capability to install lights on every bus stop but had been incorporating lights in each NextBus. He said Muni was also working on decreasing rider wait times as a form of public safety.

There was no public comment.

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

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

There was no public comment.

16. **Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2018 – INFORMATION**

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

There was no public comment.

Other Items

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

There were no new items introduced.

18. **Public Comment**

There was no public comment.

19. **Adjournment**

The meeting was adjourned at 11:15 a.m.

RESOLUTION APPOINTING TWO MEMBERS TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are currently two open seats on the CAC; and

WHEREAS, At its September 11, 2018 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing two members to serve on the CAC for a period of two years, with final approval to be considered at the September 25, 2018 Board meeting; now therefore, be it

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

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



Memorandum

Date: September 4, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 09/11/18 Board Meeting: Appointment of Two Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are two open seats on the CAC requiring Board action. The openings are the result of the term expiration of Brian Larkin (District 1 resident), who is not seeking reappointment, and an automatic suspension from the CAC of Shannon Wells-Mongiovi (District 11 resident) due to missing four regularly scheduled CAC meetings in a 12-month period. Ms. Wells-Mongiovi is not seeking reappointment. There are currently 38 applicants for the two existing open seats.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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DISCUSSION

Background.

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

Procedures.

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

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

Agenda Item 4

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

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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

Enclosure 1 – CAC Applications

Attachment 1 (Updated 09.04.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Shannon Wells-Mongiovi ²	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy	Jun 18	Jun 20

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.² Member was automatically suspended due to excessive absences per CAC by-laws as of June 29, 2018.

Attachment 2 (Updated 09.04.18)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
2 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
3 Natalie Chyba*	F	C	5	Bernal Heights	NP
4 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
5 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
6 Will Conking*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
7 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
9 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
10 Robert Gower*	M	NP	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
11 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
12 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
13 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
14 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
15 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
16 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 David Klein*	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens
18 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
19 Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
20 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
21 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
22 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
23 Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
24 Gail Mallinson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
25 Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
26 Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
27 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
30 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
31 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
32 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
33 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
34 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Stephanie Solet*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36 Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Anne Widera*	F	NP	10	Potrero Hill	Business
38 Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A – Asian AA – African American AI – American Indian or Alaska Native C – Caucasian H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander NP – Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.



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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 1184 (Ting)

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 recommended adopting a support position on AB 1184 (Ting); and

WHEREAS, At its September 5, 2018 meeting, the CAC reviewed and discussed Assembly Bill (AB) 1184 (Ting) and adopted a motion of support for the staff recommendation; and

WHEREAS, At its September 11, 2018 meeting, the Board reviewed and discussed Assembly Bill (AB) 1184 (Ting); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 1184 (Ting); and be it further

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

Attachment: Table 1

State Legislation – September 2018

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

The last day for each house to pass bills was August 31. The last day for the Governor to sign or veto bills is September 30. The information in the tables below is up-to-date as of September 4 to the best of our knowledge. Mark Watts, the Transportation Authority's state legislative advocate, will provide an up-to-date overview at the September 11 Board meeting.

Staff is recommending adoption on the first read of a new support position on Assembly Bill (AB) 1184 (Ting) as a time sensitive action shown in **Table 1**. **Table 2** provides an update on AB 2865 (Chiu) which the Transportation Authority is sponsoring, as well as on four other bills of interest. **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	AB 1184 Ting D	<p>City and County of San Francisco: local tax: transportation network companies: autonomous vehicles.</p> <p>This bill would authorize the City and County of San Francisco to levy a local tax on the net rider fares charged by TNC contracted drivers and autonomous vehicles. The tax would be capped at 3.25% of the net rider fare, or 1.5% of the net rider fare for shared rides. The City and County of San Francisco would also be authorized to lower the tax rate for zero-emission vehicles. This tax would be subject to meeting a 2/3 vote threshold at the City and County level.</p> <p>Chair Peskin collaborated with Assemblymember Ting to draft AB 1184. The bill was amended into its current form in mid-August, and passed by both houses on August 31. As of September 4th, the bill was on its way to the Governor. We are recommending adoption of a support position on the first read to help advocate for Governor Brown to approve AB 1184.</p> <p>Due to the timing of the end of this legislative session, Executive Director Tilly Chang has submitted a letter of support on behalf of the Transportation Authority, given that the bill is consistent with the Transportation Authority's legislative program, and that the bill is consistent with the recommendations from the San Francisco Transportation 2045 Task Force from 2017.</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) – amended bill enrolled and presented to Governor</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) 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>At Caltrans’s request, Assemblymember Chiu amended the bill in August to specify that in order to implement the lanes, San Francisco and VTA would have to use the state process established in 2015 through AB 194, the same process through which the Transportation Authority could ask the Bay Area Toll Authority to operate managed lanes in San Francisco. The AB 194 process requires California Transportation Commission approval and mandates that Caltrans has a collaborative role in identifying how revenues are spent. The bill has been enrolled with these amendments.</p>
Support	AB 87 Ting D	<p>Autonomous Vehicles – amended bill enrolled and presented to Governor</p> <p>When the Board approved a support position on this bill in January 2017, it had been authored in direct response to the public safety hazard facing San Francisco when Transportation Network Companies (TNCs) began operating autonomous vehicles in San Francisco without permits or notification to local government. It would have codified the Department of Motor Vehicles’ ability to revoke the vehicle registration for autonomous vehicles that violated its Autonomous Vehicle Tester Program and fine the TNCs that operate the vehicles as well as giving local law enforcement jurisdiction to impound them.</p> <p>The bill was subsequently amended several times. As enrolled, it would allow a peace officer or public employee to impound an autonomous vehicle if it does not have a valid permit for operations on public roads.</p>
	AB 2363 Friedman D	<p>Vision Zero Task Force – bill enrolled and presented to Governor</p> <p>This bill establishes a state Vision Zero Task Force, including the Department of Highway Patrol, the University of California, local governments, and representatives from bicycle safety, transportation advocacy, motorist service, and labor organizations. The Task Force would be required to report back to the Legislature by January 1, 2020 with a detailed analysis of issues and a recommendation as to whether an alternate method for determining speed limits should be considered.</p> <p>Vision Zero has been a San Francisco priority since 2014, and we are pleased to see the State stepping up and taking on this issue. We will work with the San Francisco Municipal Transportation Agency and City staff to ensure San Francisco is engaged in the Task Force process.</p>

Oppose	AB 2989 Flora R	<p>Motorized scooter: use of helmet: maximum speed – amended bill enrolled and presented to Governor</p> <p>When the Board approved an oppose position on this bill, it would have made substantial changes to how these vehicles were governed, including broad permission for parking in the public realm and allowing their use on public sidewalks unless expressly prohibited by local jurisdictions.</p> <p>Recent amendments would remove most of the changes to current statute and limit the scope of the legislation to 1) require helmets only for riders under the age of 18 and 2) authorize the operation of the vehicles on roads with a speed limit up to 35 miles per hour.</p>
Watch	AB 2578 Chiu D	<p>Infrastructure Financing Districts – bill dead</p> <p>This bill would have allowed San Francisco to set up an infrastructure financing district that would contribute an anticipated total of \$250 million to the City's Seawall Earthquake Safety Program.</p> <p>The bill was held at the Senate Appropriations Committee and therefore failed passage due to opposition from the Department of Finance because of the amount of property taxes that would be diverted from the state.</p>

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

Greyed out rows indicate that the bills died or were chaptered or vetoed prior to this month's report.

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report ¹ (as of 9/4/18)
	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	Enrolled and presented to the Governor
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
Support	AB 2304 Holden D	Reduced fare transit pass programs: report.	Senate Dead – did not pass out of Committee by deadline
	AB 2363 Friedman D	Vision Zero Task Force.	Enrolled and presented to the Governor
	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Enrolled and presented to the Governor
	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	Assembly Dead - did not pass out of Committee by deadline
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Beall D	Low Carbon Transit Operations Program.	Enrolled and presented to the Governor
	SB 1328 Beall D	Mileage-based road usage fee.	Enrolled and presented to the Governor
	SB 1376 Hill D	Transportation network companies: accessibility plans	Enrolled and presented to the Governor
	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
	SB 1014 Skinner D	Zero-emission vehicles.	Enrolled and presented to the Governor
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.	Enrolled and presented to Governor
	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 Dead – did not pass out of Committee by deadline
	SB 1132 Hill D	Vehicles: right turn violations.	Assembly Dead – did not pass out of Committee by deadline

¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature.



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RESOLUTION ALLOCATING \$8,062,238 IN PROP K SALES TAX FUNDS FOR SIX REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received six requests for a total of \$8,062,238 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: Rapid Bus Network; Bay Area Rapid Transit (BART) Station Access, Safety and Capacity; Great Highway Erosion Repair; Advanced Technology and Information Systems (SFgo); and Traffic Calming; and

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

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

WHEREAS, BART's request for Powell Station Modernization and San Francisco Municipal Transportation Agency's request Local Bus Transit Signal Priority and Schools Engineering Program require concurrent 5YPP amendments as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,062,238 in Prop K funds, with conditions, for six projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and severed the request for BART Powell Station Modernization 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 severed request; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Bay Area Rapid Transit (BART) Station Access, Safety and Capacity; Advanced Technology and Information Systems (SFgo); and Traffic Calming 5YPPs, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$8,062,238 in Prop K sales tax funds for six requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan, and relevant 5YPPs; and be it further

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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

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

Enclosure:

1. Prop K/AA Allocation Request Forms (6)

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K 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	Muni Forward	\$ 3,339,000	\$ 3,339,000	82%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 8, 9, 11
Prop K	8	BART	Powell Station Modernization	\$ 327,025	\$ 14,550,000	90%	98%	Construction	3, 6
Prop K	26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	\$ 4,501,539	86%	75%	Construction	4, 7
Prop K	32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	\$ 1,189,972	80%	79% ⁵	Construction	Citywide
Prop K	38	SFMTA	Schools Engineering Program	\$ 1,087,775	\$ 1,087,775	51%	0%	Planning, Design, Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	\$ 1,013,399	51%	0%	Design, Construction	Citywide
TOTAL					\$ 8,062,238	\$ 25,681,685	84%	69%	

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); SFMTA (San Francisco Municipal Transportation Agency); SFPW (Public Works).

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

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

⁵ Estimated leveraging for full implementation of the TSP program at the remaining 450 locations citywide.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Muni Forward	\$3,339,000	<p>Funds are requested for preliminary engineering, including outreach, for up to 11 transit corridors to improve transit speed, reliability and safety as part of the Muni Forward program. Improvements are achieved by optimizing transit stop locations, implementing traffic engineering changes and constructing capital improvements to reduce stop delays and increase safety (e.g. pedestrian bulbs).</p> <p>The 11 projects have been split into two groups. Group 1 includes five corridors: 5 Fulton from Arguello Boulevard to 25th Street; 14 Mission from 11th Street to Steuart Street; 22 Fillmore from Church Street and Hermann Street to the northern terminal; and the 30 Stockton on 3rd Street and 4th Street from Townsend Street to Market Street. Planning for Group 1 will be completed by June 2020. Group 2 includes up to six additional projects shown on page 4 of the enclosure, pending the availability of funds, with completion of the planning work anticipated by Fall 2022.</p>
8	BART	Powell Station Modernization	\$327,025	<p>Requested funds will upgrade and modernize the Powell Street Station to improve station function, safety, security, capacity, sustainability, appearance and customer experience. The project includes relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, and new fare gates. Project is anticipated to be open for use by March 2021. BART is matching Prop K funds with state Prop 1B funds and BART funds.</p>
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$1,105,067	<p>This request will fund the permanent restoration and reconfiguration of the Great Highway, between Sloat and Skyline boulevards (California State Route-35). Project will preserve the roadway's function, converting the two existing northbound lanes into a single northbound travel lane and a single southbound travel lane, while improving the roadway's resiliency to prevent future damage. Project is anticipated to be open for use by summer 2019. Prop K funds match federal funds.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
32	SFMTA	Local Bus Transit Signal Priority	\$1,189,972	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at between 20 and 100 intersections along Muni's Local bus routes citywide. TSP implementation is complete for the Rapid bus routes. The project will improve vehicle management and travel time reliability by extending green lights or bringing up green lights earlier for transit, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed. Cost by intersection can vary widely depending upon condition of existing equipment and conduit along with site conditions. SFMTA will complete installations by Fall 2020. Project includes evaluation of effectiveness.
38	SFMTA	Schools Engineering Program	\$1,087,775	Requested funds would support the SFMTA's schools engineering program within San Francisco's Safe Routes to School Program. The scope of work includes the planning, design and construction for: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide; (2) School Loading Zone Traffic Calming Program for traffic calming measures on up to 15 local, residential streets where school loading zones are present; and (3) School Walk Audit Program to identify safety improvements through a collaborative planning process and implement the recommendations at up to 5 schools. All of the projects are anticipated to be open for use by December 2020.
38	SFMTA	Application-Based Traffic Calming Program	\$1,013,399	Project includes design and construction of approximately 96 traffic calming devices at 51 blocks around the city, including 49 speed humps, 37 speed cushions, 2 traffic islands, and 8 raised crosswalks. Locations were identified through evaluation of the 103 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2017. Acceptance into the program and prioritization for implementation is based on rankings of speeds, traffic counts, collision data, and land use types within a short proximity to the street (e.g. schools, transit stops, bike lanes, and parks). Construction will begin before the end of calendar year 2018 and be done by December 2019. See page 82 of the enclosure for locations.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
TOTAL			\$8,062,238	

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	Muni Forward	\$ 3,339,000	Deliverable: Quarterly progress reports shall provide the status of planning for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule shown in the enclosed Allocation Request Form.
8	BART	Powell Station Modernization	\$ 327,025	5-Year Prioritization Program (5YPP) Amendment: This request requires an amendment to the BART Station, Access, Safety & Capacity 5YPP to reprogram \$327,025 from the 24th and Mission Northeast Plaza Redesign, which is not advancing due to lack of community support, to the subject project. Intent to Allocate: To fully fund BART's request for a total of \$1,000,000 in Prop K funds, we are recommending allocating the amount of funds available for allocation from the BART Station Access, Safety and Capacity category in FY 18/19 (\$327,025) and approval of an expression of intent to allocate \$672,975 in FY 19/20 Prop K funds from this category which BART has proposed for the draft 2019 Prop K 5YPP.
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	The recommended allocation is contingent upon SFPW securing \$163,513 in federal or other funds to fully fund the project. Federal approval is expected by the end of October 2018.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	<p>5YPP Amendment: The recommended allocation is contingent on a concurrent amendment to the Advanced Technology and Information Systems (SFgo) 5YPP to program \$383,361 in deobligated funds from the SFgo Franklin and Gough Streets project which was completed under budget, and reprogram \$806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP amendment for details.</p> <p>Deliverable: At project completion, SFMTA shall submit before/after studies demonstrating the results and benefits of the transit signal priority improvements made possible with Prop K funds.</p>
38	SFMTA	Schools Engineering Program	\$ 1,087,775	<p>Deliverable: Quarterly progress reports shall provide updated lists of ranked locations and recommended improvements for each of the three engineering focus areas: Traffic Operations New and Upgraded Signage and Markings, Loading Zone Traffic Calming, and Walk Audits. QPRs shall also describe the outreach performed the prior quarter and planned for the upcoming quarter, describe the results of site evaluations, and describe the project development activities performed in the prior quarter.</p> <p>Multi-phase Allocation: We are recommending a multi-phase allocation since work will occur on overlapping schedules at different schools citywide.</p>
38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	<p>Multi-phase Allocation: We are recommending a multi-phase allocation due to the concurrent schedule for the design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p>
TOTAL			\$8,062,238	

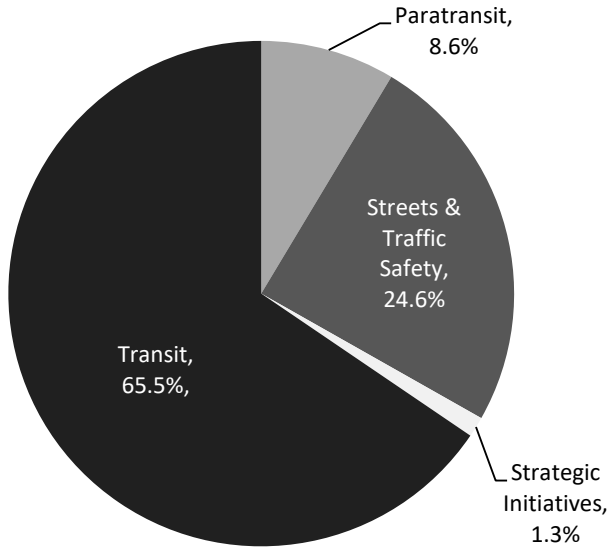
¹ See Attachment 1 for footnotes.

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

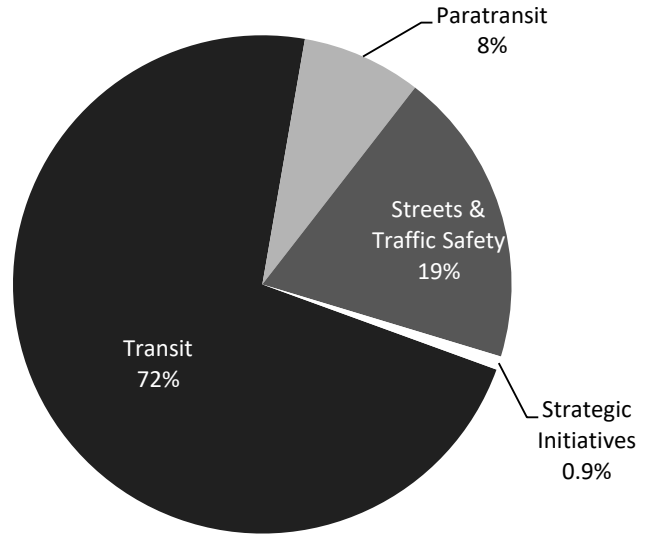
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 33,596,925	\$ 31,443,777	\$ 2,139,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 8,062,238	\$ 3,338,273	\$ 3,595,283	\$ 952,948	\$ 175,734	\$ -	\$ -
New Total Allocations	\$ 41,659,163	\$ 34,782,050	\$ 5,734,354	\$ 967,025	\$ 175,734	\$ -	\$ -

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: September 6, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/11/2018 Board Meeting: Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$6,630,146 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests: <ol style="list-style-type: none"> 1. Muni Forward (\$3,339,000) 2. Local Bus Transit Signal Priority (\$1,189,972) 3. Schools Engineering Program (\$1,087,775) 4. Application-Based Traffic Calming Program (\$1,013,399) ● Allocate \$327,025 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 5. Powell Station Modernization ● Allocate \$1,105,067 in Prop K funds for one request: <ol style="list-style-type: none"> 6. Great Highway Reroute Project (Permanent Restoration) <p>SUMMARY</p> <p>We are presenting six requests totaling \$8,062,238 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 \$8,062,238 in Fiscal Year (FY) 2018/19 Prop K sales tax

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funds. The allocations 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 proposed 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 September 5, 2018 meeting and severed the request for BART Powell Station Modernization 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 7 ayes and 1 abstention.

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 (6)

RESOLUTION ADOPTING THE PENNSYLVANIA ALIGNMENT AS THE PRELIMINARY PREFERRED ALTERNATIVE FOR ACHIEVING GRADE SEPARATIONS AT THE INTERSECTIONS OF 16TH STREET/7TH STREET AND MISSION BAY DRIVE/7TH STREET ON THE SOUTHERN APPROACH TO THE DOWNTOWN RAIL EXTENSION (DTX) CONNECTING THE CALTRAIN ALIGNMENT TO THE SALESFORCE TRANSIT CENTER

WHEREAS, The Downtown Rail Extension (DTX) to a Rebuilt Transbay Transit Center is the largest project in the voter-approved Expenditure Plan for the Prop K half-cent transportation sales tax and will transform downtown San Francisco and regional transportation well into the future; and

WHEREAS, The project consists of three elements:

- Building a new transit terminal building;
- Extending commuter rail service 1.3 miles from its current terminus at Fourth and King streets to the new terminal, with accommodations for future high-speed rail; and
- Creating a transit-friendly neighborhood with 3,000 new homes (35 percent affordable) and mixed-use commercial development; and

WHEREAS, The new Salesforce Transit Center (Phase 1) is now open for use and the Transbay Joint Powers Authority (TJPA) is shifting its focus to the Downtown Rail Extension (Phase 2, also known as the DTX) to connect Caltrain and future California High Speed Rail service to the Salesforce Transit Center; and

WHEREAS, In order to support advancement of the DTX, the City needs to develop consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections at 16th Street/7th Street and Mission Bay Drive/7th Street that serve east/west traffic between Mission



Bay and the rest of the City; and

WHEREAS, In mid-2014, the San Francisco Planning Department initiated the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study, to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city; and

WHEREAS, One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area; and

WHEREAS, While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis; Future with Surface Rail, Pennsylvania Avenue Alignment and Mission Bay Alignment; and

WHEREAS, Based on considerable analysis of trade-offs including, but not limited to: cost, schedule, ridership, urban design, land use and value capture considerations, the RAB study recommends the Pennsylvania Avenue rail alignment as the preliminary preferred alignment alternative to achieve grade separation at 16th Street; and

WHEREAS, Transportation Authority staff concurs that the Pennsylvania Avenue rail alignment solves the significant traffic operation conflicts that currently exist at the 16th Street/7th Street at-grade intersection and the 7th Street/Mission Bay Drive at-grade intersection, provides for opportunity to reknit over 1 mile of the city east/west, provides for potential need for increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain, maximizes options for phasing the project and could be built an estimated 4 years sooner and at a significantly lower net cost than the 3rd Street alignment, pending a full funding plan; and

WHEREAS, the RAB Citizens Working Group also concurred with this recommendation;

and

WHEREAS, Establishing the Pennsylvania alignment as city policy is intended to provide clear guidance to the TJPA, city agencies, regional agencies, funders and other stakeholders for planning and project development purposes, and to enable the project to be more competitive for discretionary funding; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and after substantial discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That after careful consideration the Transportation Authority adopts the Pennsylvania Alignment as the preliminary preferred alternative for achieving grade separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the approach to the Downtown Rail Extension connecting the Caltrain alignment to the Salesforce Transit Center; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the TJPA and other relevant parties.

Attachment: Map of Pennsylvania Alignment

RAIL ALIGNMENTS TO SALESFORCE TRANSIT CENTER

1



OPTION 1:
FUTURE WITH SURFACE RAIL
 DTX + TRENCHED STREETS

OPTION 2:
PENNSYLVANIA AVE ALIGNMENT
 DTX + EXTENDED TUNNEL

OPTION 3:
MISSION BAY ALIGNMENT
 MODIFIED DTX + 3RD ST. TUNNEL





Memorandum

Date: September 6, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 09/11/2018 Board Meeting: Adoption of the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Pennsylvania Alignment as the preliminary preferred alternative for achieving grade separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the approach to the DTX connecting the Caltrain alignment to the Salesforce Transit Center.</p> <p>SUMMARY</p> <p>At the May 22 Board meeting, the Planning Department presented the staff recommendations stemming from the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study. RAB is a multi-agency program studying transportation and land use alternatives in the southeast quadrant of San Francisco. The RAB study is comprised of five components, one of which is evaluation of various rail alignment options for the DTX that would avoid two at-grade DTX intersections (16th Street/7th Street and Mission Bay Drive/7th Street) that serve east/west traffic between Mission Bay and the rest of the City. As we indicated at the May 22 Board meeting, San Francisco agency staff, including Transportation Authority staff, have identified the Pennsylvania alignment as the staff preliminary preferred rail alignment. We anticipate that in addition to the Transportation Authority, other city agencies will be asked to adopt separate or a joint resolution of support for the Pennsylvania alignment as the preliminary preferred alternative, establishing it as city policy, in Fall 2018. This will provide clear guidance for planning and project development purposes to the Transbay Joint Powers Authority (TJPA), city and regional agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" 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: <hr/>
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DISCUSSION

One of the main reasons for delays in advancing the DTX has been the need to develop City consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections (16th

Street/7th Street and Mission Bay Drive/7th Street) that serve east/west traffic between Mission Bay and the rest of the City. One of the primary purposes of the RAB Study was to study alternative alignments and develop agreement on the City's preferred below-grade alignment for the DTX.

Caltrain Yard Studies

It is important to note that it is still early in the planning/conceptual engineering process for the Pennsylvania alignment and much remains unknown. At its June 27 and September 5 meetings where it was briefed on the subject item, the CAC expressed concerns about one of these unknowns, namely the potential relocation of the Caltrain yard at 4th and King streets. At this time, no decision can be made about modifying or relocating (including undergrounding the yard at substantially the same location) the yard and/or its functions until a full analysis of the needs of Caltrain and California High Speed Rail are completed. This work is being done through the Caltrain Business Plan and the Blended Service Operations Plan. Both efforts are underway and anticipated to be completed in mid-2019. In the future, any proposed yard relocation would be required to have its own environmental process where all alternatives will be analyzed, and public input sought. The CAC strongly expressed its desire that there be a transparent and robust public engagement process as part of any studies or planning efforts related to potential railyard relocation.

As a funding agency for Caltrain and TJPA, the Transportation Authority is committed to ensuring that the various studies and planning/conceptual engineering efforts related to the potential Caltrain yard relocation are conducted in a transparent and thorough manner. This will include inclusive stakeholder involvement and full disclosure of the benefits, impacts and mitigations of various options to the Board, CAC, and public. We will bring regular updates on these efforts to the CAC and Board.

The Planning Department, with input from the Transportation Authority and the TJPA, prepared the attached response to the questions raised by the CAC at the June meeting, which we have included for the Board's reference as Attachment 1.

The remainder of this memo provides background on the RAB Study and on the Pennsylvania Alignment. The Planning Department is currently revising the RAB Study Executive Summary to reflect input and comments received. We will post the revised enclosure on our website (www.sfcta.org) as soon as it is available and will include it as an enclosure with the September 25 Board agenda packet. Staff from the Transportation Authority, the Planning Department, and the Office of Economic and Workforce Development will be present at the Board meeting to answer any questions that the Board may have.

RAB Study Background.

The Planning Department initiated the RAB study in mid-2014 to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city. One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area.

The rail alignment component of the study sought to answer the most time-sensitive question of the RAB: how to bring both Caltrain and High-Speed Rail from the county line into the Salesforce Transit Center. There are currently two at-grade intersections (7th/Mission Bay Drive and 7th/16th Street) that serve east/west traffic between Mission Bay and the rest of the City.

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As the impacts of the anticipated rail traffic were analyzed it became evident that in order to maintain east/west connections between Mission Bay and the rest of the city and avoid degradation of the intersections, a grade separation will be needed. While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis:

- **Future with Surface Rail** - Composed of the DTX as currently cleared plus a grade separation at 16th Street that leaves the rail on the surface and depresses the streets
- **Pennsylvania Avenue Alignment** – Composed of the DTX as currently cleared plus a grade separation effected by a tunnel beneath Pennsylvania Avenue and 7th Street starting just north of the current 22nd Street Station
- **Mission Bay Alignment** – A brand new alignment starting in the neighborhood of the 22nd Street Station and veering east towards the Bay and proceeding northbound beneath 3rd Street until it meets up with the current DTX alignment on 2nd Street

After developing study-level designs and construction methodology, preliminary estimates of probable costs and estimated timing of the three rail alignment options were prepared as summarized in the table below.

	Preliminary Net Cost	Expected Completion Date²
Future with Surface Rail (DTX + Trenched Streets)	\$ 5.1 Billion	2026
Pennsylvania Avenue (DTX + Extended Tunnel)	\$ 6.0 Billion ¹	2027
Mission Bay/3 rd Street (Modified DTX + 3rd St Tunnel)	\$ 9.3 Billion ¹	2031

¹Includes costs of construction and moving railyard, as well as value capture and impact costs associated with each alignment. Note: relocation or resizing of the 4th/King Railyard are options that are subject to future policy decisions and will be informed by underway and anticipated follow up studies and efforts.

²Date for completion is based on the assumption that all money was available on January 1, 2017.

Recommended Alignment: Pennsylvania Avenue.

Based on a careful analysis of trade-offs (including, but not limited to cost, schedule, ridership, urban design and land use considerations), implementation considerations, and needs known in the study area, San Francisco agency staff, including Transportation Authority staff, recommends the Pennsylvania Avenue rail alignment. The RAB Citizens Working Group also endorsed the Pennsylvania alignment. A summary of the primary benefits of the Pennsylvania Avenue alignment include the following:

- Solves the significant traffic operation conflicts that currently exist at the 16th Street at-grade intersection and the 7th/Mission Bay Drive at-grade intersection. This alignment unites Mission Bay with the City, removes the barrier of the Caltrain line as well as the anticipated 20+ minute closures of these two essential intersections during the peak hour, maintains access and mobility for critical life-saving services, and avoids a long, deep trenching of streets to maintain east/west connections.

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- Provides for opportunity to reknit over 1 mile of the city east/west. This creates at least six additional east/west street connections with the removal of surface rail north of 22nd Street.
- Provides for potential need for increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain.
- Maximizes options for phasing the project (DTX first, Pennsylvania Avenue extension opening quickly thereafter subject to funding availability)
- Pennsylvania alignment could be built an estimated 4 years sooner and at a significantly lower cost than the 3rd Street alignment, pending a full funding plan

FINANCIAL IMPACT

There is no impact on the agency's adopted Fiscal Year 2018/19 budget associated with the recommended action.

CAC POSITION

The CAC was briefed on this item at its June 27 and September 5 meetings, and after substantial discussion unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Letter from the Planning Department to the CAC

Enclosure 1 – RAB Study Executive Summary (pending)



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 14, 2018
TO: SFCTA CAC members
FROM: Susan Gygi, PE
RE: Rail Alignment and Benefits (RAB) Study – responses to SFCTA CAC outstanding issues

1650 Mission St.
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Introduction

The RAB Study Project Management Team (Susan Gygi and Jeremy Shaw) provided an informational presentation related to the Rail Alignment and Benefits (RAB) Study at the June 27, 2018 meeting of the SFCTA CAC. In that meeting there was also an agenda item to adopt a motion of support for the Pennsylvania Avenue Alignment as the Preliminary Preferred Alternative for grade separations at 16th Street and Mission Bay Drive on the approach to the Downtown Rail Extension (DTX).

It was the desire of the CAC to continue the motion of support adoption for two reasons:

1. Two CAC members expressed concerns about not knowing the specific location of a potential southern railyard, and asked for clarification on the continued use of the 4th/King railyard.
2. During public comment, Mr. Roland LeBrun requested that a 7th Street alignment be fully reviewed prior to approval of any singular alignment moving forward

This memorandum responds to those two items.

Response to Continued use of surface 4th/King Railyard

The continued use of the surface 4th/King railyard was not fully studied under the RAB. The RAB studied only scenarios which included full relocation of the 4th/King railyard to a southern location (biggest impact). The study also determined that it may be possible to distribute train storage among various locations (more on this below). At this time, no decision can be made about modifying or relocating the yard and/or its functions until a full analysis of the needs of Caltrain and CHSRA are completed. This work is being done through the Caltrain Business Plan and the Blended Service Operations Plan. Both efforts are underway and anticipated to be completed in mid-2019. In the future, any proposed yard relocation would be required to have its own environmental process where all alternatives will be analyzed, and public input sought.

As noted above, the RAB study found that it may be possible to distribute train storage among various locations. For example, expanding the 4th/Townsend underground station further south (under the 4th/King surface railyard), is one option that would allow for additional dead-end tracks for staging or storage, allowing for a transit-oriented development to be built above. In addition, there is the possibility to allow for overnight storage at the Salesforce Transit Center (SFTC) on all six tracks including double-berthing the trains on five of them. Some combination of the above could also be deployed with or without a southern railyard. Until the Caltrain Business Plan and the Blended Service Operations Plan efforts are completed, and we have a better understanding of the needs to operate future service, we must have potential alternative railyard sites. Of note, the Pennsylvania Avenue alignment and a potential yard relocation can be seen as independent projects. Even after the Pennsylvania Avenue alignment is built, Caltrain could continue using the current surface railyard (or a smaller footprint) for some to-be-determined amount of time. Since most trains would be going to the SFTC, train volumes on the surface would be significantly lower than present.

Response to Request for Locations under Consideration for a Southern Railyard

The RAB study team identified two likely railyard locations (one inside the City limits, and one outside of the City limits) that could meet Caltrain's storage and operational needs in the near term.

Two CAC members requested the physical location of a potential southern railyard before they would consider supporting the preliminary preferred Pennsylvania Avenue alignment.

Based on the City Attorney's Office legal opinion and common practice, City agencies should not disclose potential locations for properties that may have to be acquired until sufficient work is completed to determine what parcels may be needed. Currently, both of the potential locations appear to work for operations. However, without further study, a determination cannot be made as to what, if anything, is necessary.

The RAB study was based on the most conservative planning assumptions for each of the three alignment alternatives. Specific to the Pennsylvania Avenue alignment, that included assuming a total replacement of the 4th/King railyard to a southern location. However, the ultimate solution may be much less (as stated above). Caltrain and California High Speed Rail Authority (CHSRA) do not currently know what their railyard needs are along the entire Caltrain alignment. Caltrain is currently undertaking the Caltrain Business Plan and CHSRA/Caltrain are undertaking a Blended Service Plan, aka the Peninsula Corridor Service Vision. These two documents, expected in 2019, will provide a better understanding of each agency's railyard needs along the Caltrain alignment.

Response to Mr. LeBrun's proposed 7th Street alignment

The RAB study preliminarily reviewed over 30 conceptual alignments for getting heavy rail (Caltrain and High Speed Rail) to the Salesforce Transit Center (SFTC). Four alignments were deemed to have merit and were studied further as part of the RAB Study. Mr. LeBrun's proposal is similar to the 7th St alignment that the RAB Study considered, deemed infeasible, and therefore, did not study further. This response to the request to look at Mr. LeBrun's alignment proposal was developed in cooperation by the RAB Study Team, the TJPA DTX Team, and SFCTA.

To reach the SFTC, Mr. LeBrun proposes two parallel one-track tunnels starting at the north west edge of the current railyard, traveling north under 7th Street, turning east under Minna/Natoma Streets, and ultimately entering the underground train box through the already-constructed western wall near Second Street. The Planning Department, TJPA, SFCTA, consultants, and other agencies evaluated a similar alignment as part of the 3-year RAB study, drawing upon original analysis from the TJPA DTX work. Agency staff and consultants determined that the 7th Street alignment did not warrant further study as it would: i) adversely impact other existing buildings, ii) constrain operations and create safety risks, iii) doesn't meet design requirements, iv) compromise the structural layout of the SFTC, and v) not conform to design requirements. Each finding is detailed out below.

Adverse Impacts to Other Existing Buildings

The proposed alignment goes under multiple buildings, and will have greater ROW impacts than the current DTX alignment, located predominantly in the public ROW. The tracks and a mined crossover on the proposed alignment would be located under Moscone Center, which is in itself an underground facility with deep piles. Park Tower, currently under construction, sits on deep foundations and two levels of parking below grade, which would be in the path of the tunnel proposed by Mr. LeBrun. The tunnels for Mr. LeBrun's alignment would also pass under Moscone Center, Yerba Buena Gardens, and the SFMoMA. Since much of the Moscone facility as well as SFMoMA subsurface structures are located in the way of the proposed alignment its construction would be unacceptably disruptive and costly.

The two curves that would be necessary from 7th Street would not meet CHSRA standards. Mr. LeBrun's drawings do not seem to be to scale as preliminary layouts determined impacts to all three facilities. In addition, the curves impact many more buildings in the transition from 7th Street to Minna and Natoma, respectively. In addition, even by Mr. LeBrun's assumption, the grade coming up to the train box after passing under Moscone Center would be 3.5% or more. CHSRA has a maximum grade of 2.7% so this alignment would not meet CHSRA criteria for continued operation. Finally, the wider footprint of the throat structure in Mr. LeBrun's concept would affect two additional properties that are clear of the planned alignment. Impacting these two properties would require re-opening the environmental document again, delaying the project further with no possibility of improvement over the current proposed alignment.

Operational Constraints and Safety Risks

The two single-track tunnels proposed by Mr. LeBrun would constrain operations, create severe safety risks, and pose maintenance challenges. The February 2018 SFCTA's peer review panel made up of five construction, operations, and maintenance experts, identified a need for three tracks into/out of the station to allow for anticipated operational inconsistencies without affecting train travel up and down the Peninsula main line. This determination of three tracks was not specific to the alignment itself but to address issues going in and out of the SFTC and the need to absolutely ensure that operations can be maintained even when there are incidents. This additional track allows for train service to continue if a train were disabled where the tracks enter the station. Mr. LeBrun's concept does not account for this. Twin-bore single-track tunnels, as recommended by Mr. LeBrun, fail to achieve the required operational flexibility provided by a third track, which is required by Caltrain and CHSRA. In addition, to meet safety standards for sufficient egress/access, Mr. LeBrun's option would require longer, numerous, and more expensive cross-passages between tunnels. Constructing the passages would disrupt businesses and circulation on Second Street and would be difficult to locate, given the large number of existing buildings with deep foundations and below-grade parking.

Design Requirements

Relocating a planned 4th/Townsend station to 7th Street, as suggested by Mr. LeBrun, would undermine the planning and land use-transportation coordination at the core of the Central SoMa Plan and the Central Subway alignment. As currently, an escalator at Fourth Street will provide convenient access to the Central Subway from the underground 4th/Townsend Station currently planned for DTX. The proposed alignment would eliminate the connection with the Central Subway, which received \$65 million towards construction due to HSR connectivity funds.

In addition, the Central SoMa plan upzoned the area based on a train station at 4th/Townsend. Moving the station would require longer walking distances for these higher density neighborhoods and for those making the connection between Muni Metro and Caltrain. Additionally, relocating the 4th/Townsend Station would not eliminate the cut-and-cover construction techniques and the resultant impacts, as Mr. LeBrun contends. 7th/Townsend ground conditions still require cut-and-cover construction. The relocation would also lose the advantage of the adjacent 4th/King railyard as a potential staging area for construction materials of the DTX.

Structural Compromise to the SFTC

The SFTC construction is now complete. In order to accommodate Mr. LeBrun's proposal, the west end of the brand-new building would have to be demolished and rebuilt to accommodate the different approach of the proposed alignment and move the load bearing elements to another location. This would mean that the new bridge from the Bay Bridge, which connects to the terminal at the west end, would most likely have to be taken out of service (if not partly demolished), eliminating bus service on the bus deck for the duration of demolition and construction of the modifications. This very expensive proposition would require major structural changes to the SFTC. Having the tracks approach the train box from a different direction will require the relocation of the already-built columns at the west end of the station. Since the west end carries a significant portion of the structural load of the station, any change to the western wall would require modifying the rest of the SFTC. The SFTC opened for bus operations on August 12, 2018. Modifications to the structural elements within the building would impact bus operations on the bus level.

Travel Times

Mr. LeBrun's claims the 7th St alignment will save three minutes travel time. Unfortunately, this claim is unrealistic, since the current travel time from 4th/Townsend into the SFTC is anticipated to be three minutes, so, under Mr. LeBrun's claim this time would shrink to zero. Mr. LeBrun states that the current DTX alignment has a longer travel time, due to three sharp curves with a maximum speed of 25 mph. This statement is incorrect. The curve speeds on the DTX alignment are 35 mph between 7th/Townsend and 2nd/Townsend. And while the final curve speed entering the SFTC is 22 mph, trains are required to slow down regardless of

curve radius because the SFTC is a terminal station. In 2007, TJPA engaged Deutsche Bahn International (DBI) GmbH, the engineering division of the German high-speed rail operator, to peer review the Transit Center and DTX alignment, configurations, and design criteria in relation to current practice in Europe and elsewhere. The peer review report prepared by DBI, and available for review online, concluded that “operating speeds on the DTX approach to the Transit Center are comparable to several major terminals in Europe and do not adversely affect the operation of the Transit Center.” Finally, for over two years during the RAB Study, the TJPA, Caltrain and CHSRA simulated rail operations between 4th/Townsend and the SFTC that met the needs of both train operators.

Peer Review

Mr. LeBrun states that the 7th Street alignment was not reviewed by the SFCTA-convened DTX Peer Review. This is correct. The Peer review had a limited scope, which was to review three independent operational studies to determine whether two or three tracks are needed for the DTX as well as opining on other operational elements of the project. Therefore, alternative alignments were not part of the scope.

Cost and Schedule Impacts

Mr. LeBrun’s assertions that the costs could be lowered to a total of \$1.3B with the extension through the west side of the SFTC are unsubstantiated, particularly since both alignments are practically the same length. Lacking backup information, we can only guess that he did not factor in the additional right-of-way costs, the need for a third track, crossover passages in the tunnel, ventilation structures, nor the demolition and reconstruction of the west end of the SFTC, not to mention the extension of the train box one block to the west. MTC, TJPA, and various City departments along with Caltrain and other agencies have reviewed the DTX cost as currently envisioned and estimated it at \$4 billion. There is no information to support the assertions Mr. LeBrun puts forth.

Conclusion

The RAB Study, its peer review panels, and expert opinions all demonstrate the strengths of the Pennsylvania Avenue Alignment over other alignments to the Salesforce Transit Center (SFTC). However, at the current preliminary engineering stage (5-8% design completion) additional analysis and public outreach will be necessary to better understand needs, constraints and impacts. Agreeing on a preliminary preferred alignment is the best way to further the analysis and identify those impacts while also moving towards a common goal. We hope the above responses adequately address the concerns of CAC members as they have for the project team, consultants, peer reviewers, and the RAB Citizen’s Working Group. If so, we look forward to returning to the SFCTA CAC for their approval of the Motion of Support.

As always, if there are any questions, feel free to contact me.

Sincerely

Susan Gygi, PE
Project Manager
SF Planning Department

Memorandum

Date: September 5, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/11/18 Board Meeting: 2019 Prop K Strategic Plan/5-Year Prioritization Program Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>Project sponsor proposals for projects to fund with Prop K in the next 5-year period starting July 1, 2019, were due to the Transportation Authority in early July. Since then, we have worked closely with project sponsors to refine the project proposals and prepare programming recommendations for the 2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) Update. As a reminder, Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the 21 Prop K programmatic categories such as traffic calming, street resurfacing, transit facilities, and bicycle safety. At the Board meeting we will present highlights of each 5YPP as well as proposed amendments to the Fiscal Year 2018/19 program of projects in the 2014 5YPPs, and seek input and feedback from the Board on the projects proposed to be funded by Prop K. We are planning to present the draft 2019 5YPPs and amendments to the 2014 5YPPs to the Board for adoption in two groups at the October and November meetings, respectively. We also plan to bring the draft 2019 Strategic Plan to the Board for approval in November.</p>	<p><input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/></p>
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DISCUSSION

Background.

The voter approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and Five-Year Prioritization Programs or 5YPPs to guide the

implementation of the program while supporting transparency and accountability. The Board approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public.

The Board adopted the 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates. The 5YPPs identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

2019 Strategic Plan and 5YPP Update Status.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. In compliance with Expenditure Plan requirements, each 5YPP will include: a prioritization methodology to rank projects within a category; a 5-year program or list of projects with information on scope, schedule, cost and funding (including non-Prop K funding); and performance measures. The 5YPPs also will include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds that can be compared to Expenditure Plan assumptions. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories that require 5YPPs (summarized in Attachment 4). The Project Information Forms contain scope, schedule, budget and funding plan information for each project to help justify programming of Prop K funds to the projects.

We have spent the last two months working closely with sponsors to ensure that the Project Information that we have received are sufficiently complete to enable evaluation, to ensure consistency across Prop K categories, and to refine proposed Prop K funding requests so that they correspond to the proposed project schedule, so adequate leveraging and full funding plans, etc. This is still a work in progress requiring collaboration between Transportation Authority staff and project sponsors.

The Project Information Forms as are available on our website at www.sfcta.org/meetings. Hard copies are available upon request. The Prop K funding requests for each programmatic category are summarized in a 5-year list or program of projects shown in Enclosure 1. The program of projects shows the funding requested compared to the amounts by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from the outyears of the Expenditure Plan period.

We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, we consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete

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of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are matching funds likely to be available), leveraging of non-Prop K funds, and whether the requested expenditure rates seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

At the September 11 meeting, we will provide highlights of each 5YPP category, calling out projects of interest to the Board and categories for which sponsors are requesting advancement of funds as opposed to pay-go. If available, we can provide information from some preliminary Strategic Plan model runs that help us understand financing costs for the program.

Outreach.

As part of the outreach strategy for the 5YPP Update, the Transportation Authority conducted a survey to gather input from the public about what projects they would like to see funded with Prop K over the next five years. In an effort to gather input from traditionally underrepresented neighborhoods we reached out directly to 38 community-based organizations in communities of concern as well as to stakeholders, via social media, District newsletters, and the Transportation Authority's website and newsletter. The survey was available online and in print in English, Spanish, Chinese and Filipino.

We received 1,001 responses from a broad range of San Francisco neighborhoods. The project ideas ranged from a second Transbay tube to extending the Muni subway network to improved neighborhood crosswalks. We have shared survey results with Board members and project sponsors for their consideration as they developed the 5-year project lists, and posted the results to our website.

Next Steps.

Over the next month, we will continue to seek feedback from the Board, CAC, and public; incorporate that feedback into the five-year project lists, as appropriate; and evaluate and refine the proposed projects. We will also prepare the remaining sections of the 5YPP documents such as project delivery snapshots and proposed performance measures.

Development of the Strategic Plan and 5YPPs is an iterative process. As we get closer to making recommendations for Prop K programming, we are making corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions to confirm that the Expenditure Plan category and Prop K program as a whole can accommodate the requests within the funding available. In some cases, this may mean we need to extend proposed Prop K reimbursement schedules or reduce programming.

We are planning to present the first group of 5YPPs for approval at the October Board meetings, and present the second and final group of 5YPPs along with the Draft 2019 Strategic Plan for approval at the November Board meetings. We are targeting completion of the update process by the end of the calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

Concurrent with the 2019 5YPP update process, we have been working closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19. This effort has resulted in the need for

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comprehensive amendments to 2014 5YPPs for several categories to revise the Fiscal Year 2018/19 program of projects and/or to move unneeded funds out of this fiscal year and into the 2019 5YPP period of Fiscal Years 2019/20 to 2023/24. Categories include Ferry, Signals, Street Resurfacing, Bicycle Facility Maintenance, Traffic Calming, Bicycle Circulation/Safety, Pedestrian Circulation/Safety, Curb Ramps, and Transportation Demand Management. We plan to present the 2014 5YPP amendments to the Board at the October and November meetings, along with the relevant 2019 5YPPs.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Lead Agencies for Each 5YPP

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

Attachment 3 – Draft Project List for 2019 Prop K 5YPP Update – As of August 31, 2018

Enclosure 1- Program of Projects (Five year project list) for Each 5YPP – As of August 31, 2018

Available online at sfcta.org/meetings, hard copy available upon request

- Prioritization Criteria and Scoring Table for Each 5YPP – As of August 31, 2018

- Project Information Forms – As of August 31, 2018

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



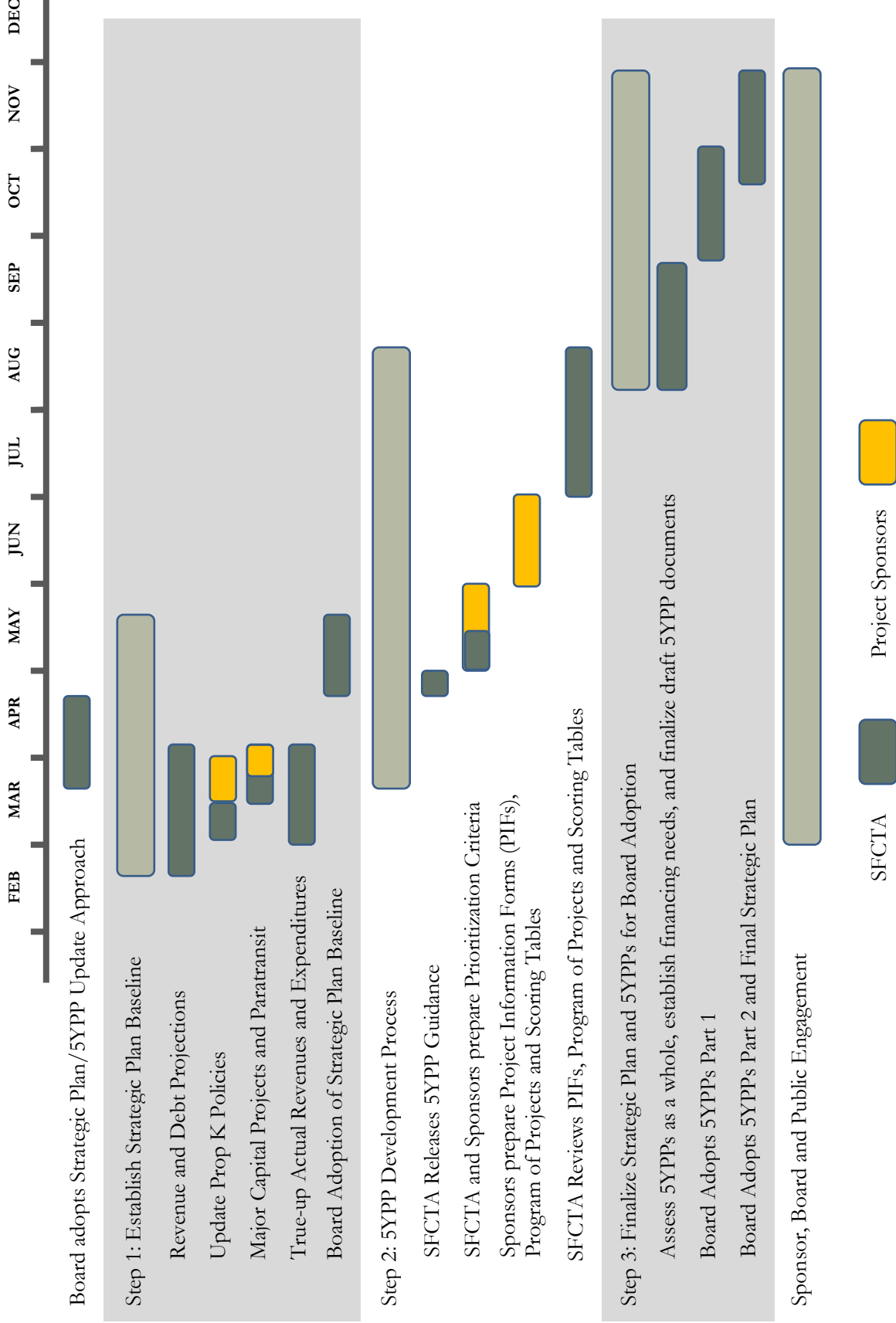
EP ¹ No.	Category	Eligible Project Sponsors ¹ (Agencies in bold are 5YPP leads ²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	PORT ,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

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

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



Attachment 2.
2019 Prop K Strategic Plan/5YPP Update
Adopted Schedule



Attachment 3
San Francisco County Transportation Authority
2019 Prop K 5-Year Prioritization Programs Update
Draft Project List for Fiscal Years 2019/20 - 23/24 (as of August 31, 2018)
Sorted by Expenditure Plan #

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
1, 16	SFMTA	Geary Boulevard Improvement (BRT Phase 2)	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.	\$3,376,185	District 01, District 02, District 03, District 05, District 06
1	SFMTA	Transit Stop Enhancement Program - Signage and Customer Information	Program to update and upgrade signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern. In order to address Prop K eligibility issues, project is proposed to be funded with Prop AA Vehicle Registration Fees through a fund exchange with Geary BRT.	\$2,640,000	Citywide
1	SFMTA	Transit Performance Improvements Match Placeholder	Local match to Transit Performance Improvement funds dedicated to regional investment in supportive infrastructure to achieve performance improvements in major transit corridors.	\$1,242,000	Citywide
7	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing siding, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Projects are designed to improve service levels.	\$4,250,000	District 06, District 10
8	BART	BART Accessibility Improvement Program	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, and hearing loops at agent booths. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.	\$700,000	District 03, District 06, District 08, District 09, District 11

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
8	BART	BART Station Wayfinding	Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit route maps with points of interest to help patrons with trip planning. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District, including Glen Park. Prop K funds will be used on Glen Park.	\$400,000	District 08, District 09
8	BART	Powell Station Modernization	Upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components will include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.	\$672,975	District 03, District 06
9	GGBHTD	Gangways and Piers Project - Reconstruction	Project replaces the hydraulic gangway/ramp system and camel floats and fenders at the San Francisco ferry terminals with new steel floats that adapt to the rising sea level. The outdated gangway/ramp system needs to be replaced with new floats technology consistent with adjacent ferry operators. The benefits of the project include, but are not limited to: rehabilitate deteriorated passenger facility, improve passenger access and ADA compliance, streamline passenger traffic to main deck loadings, greater operational efficiencies, and enhanced emergency preparedness and transit security.	\$1,247,000	District 03
9	SFPort	Downtown Ferry Terminal - Passenger Circulation Improvements	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience.	\$240,000	District 03
9	SFPort	Downtown Ferry Terminal Float Rehabilitation	Ferry float, fendering, and mooring systems have been in use for over 15 years without proper drydocking for maintenance. In order to maintain the integrity of the float's structural frame and ensure its continued safe operations, this project will refurbish the float and gangway, apply corrosion protection coatings, replace the float roof fabric, and repair or replace utilities.	\$600,000	District 03
10	SFMTA	16th Street Improvement Project (22 Fillmore Phase 2)	The 16th Street Improvement Project includes replacing some OCS infrastructure and installing new traffic signals and communications infrastructure. As 16th Street is within the Vision Zero High-Injury Network, the project will also install appropriate treatments to improve pedestrian safety. Transit bulbs and transit boarding islands will be constructed to enable more efficient passenger boarding and alighting. Pedestrian bulbs, raised crosswalks, and curb ramps will be constructed to enhance pedestrian safety.	\$1,531,308	District 08, District 09, District 10

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
11	SEMTA	F Market & Wharves: Fort Mason Extension	Identify an initial extension segment for the F Market & Wharves line, from Fisherman's Wharf to Fort Mason. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase.	\$926,100	District 02, District 03
12, 17	SEMTA	Rehabilitate Historic & Milan Streetcars	Rehabilitate up to 11 Milan and 7 Vintage Streetcars to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.	\$4,225,544	District 03, District 05, District 06
13	BART	Balboa Park Station Area Improvements	Construct an open space plaza at the southern end of the Balboa Park Station in the current BART Passenger Drop-Off area. The new plaza area will redesign the vehicular access through San Jose Avenue creating a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. The plaza will function as a flexible public open-space that meets the needs of the community, enhances safety and encourages multi-modal access to the station.	\$250,000	District 11
13	SEMTA	Geneva/San Jose M-Line Terminal	Planning and design of accessible boarding facilities and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safer pedestrian connections between the M Ocean View and other transit facilities in and around Balboa Park Station. This project stems from the Balboa Park Station Area Plan adopted in 2009 following substantial community engagement.	\$1,706,408	District 11
16	BART	Market St. / Balboa Park New Elevator Master Plan	Develop a new elevator master plan for the Market Street and Balboa Park BART/Muni Stations to determine new elevators' construction feasibility, location, station modifications required, construction phasing, and costs. Each station has one street level elevator each, with any disruption causing extreme delays and inconvenience, particularly for those who depend on the elevators to access the transit system. This master plan study will help BART/Muni plan investments to improve accessibility, safety, security, customer experience, and customer travel time.	\$500,000	Citywide
16	SEMTA	Muni Subway Expansion Project	This planning effort would further advance conceptual engineering and conduct the environmental review phase for the Muni Subway Expansion Project. This phase of work would not commence until after completion of the SF Transit Corridors Plan, and would advance if prioritized via that effort. This project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity, including tying in to the existing Twin Peaks Tunnel; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.	\$2,744,300	District 07, District 11

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
17M, 17U, 15	SEMTA	Light Rail Vehicle Procurement	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life, and purchase an additional 24 LRVs to expand Muni's light rail fleet to accommodate the needs of the Central Subway.	\$27,826,042	Citywide
17P	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles.	\$3,500,000	District 06, District 10
20B	BART	Elevator Renovation Program	The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART stations in a cost-efficient way. This phase will renovate eight elevators in San Francisco, two each in the four Market Street BART/Muni transit stations: Embarcadero, Montgomery, Powell and Civic Center. These stations have some of the highest levels of ridership in the entire BART system, and elevators at these stations also have the highest demands systemwide.	\$790,000	District 03, District 06
20U	BART	Embarcadero Station: New Northside Platform Elevator	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	\$1,000,000	District 03, District 06
20M, 20U	SEMTA	Building Progress FIX - Placeholder	This Building Progress FIX program will help bring SFMTA maintenance and support facilities into a state of good repair. Prop K programming is a placeholder for TBD improvements to Muni transit facilities. SFMTA will identify specific projects to be implemented when requesting allocation of funds.	\$1,936,478	TBD
20M	SEMTA	Muni Metro East Expansion	This project supports the SFMTA's need to further expand the capacity of the 17 acre Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet. The additional capacity will allow for temporary storage during the reconstruction of facilities and provides storage for both a growing bus and rail fleet.	\$8,187,211	District 10
20M	SEMTA	New Castro Station Elevator	Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station, opening at the top level onto Harvey Milk Plaza on Market Street.	\$1,500,000	District 08
20P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities.	\$650,000	District 06, District 10
20P	PCJPB	Ticket Vending Machine Rehab	This project will refurbish ticket vending machines in use on at Caltrain stations and convert them to Clipper-only machines that both issue new cards and allow customers to add value to old cards in real time.	\$500,000	District 06, District 10
22B	BART	Traction Power Substation Replacement	This project will replace the existing 45 year old BART traction power substation located within the boundaries of the City of San Francisco, north of the Daly City BART Station. BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. This project will help to improve BART system reliability and sustain service in San Francisco for the next forty years.	\$2,700,000	District 11

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
22M	SFMTA	Cable Car Infrastructure Rehabilitation Placeholder	Ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/rehabilitation of fixed guideway infrastructure and components of the cable car system.	\$103,442	TBD
22M	SFMTA	Muni Metro Rail Replacement Program - Placeholder	The Rail Replacement Program is an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.	\$12,004,119	TBD
22M	SFMTA	Overhead Lines Rehabilitation - Placeholder	The Overhead Lines Rehabilitation Program is an ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), confinner lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.	\$10,250,908	TBD
22M, 14	SFCTA	Quint Street Jerrold Avenue Connector Road	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.	\$2,891,650	District 10
22M	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	An on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair. An example of a typical project is upgrading the Automatic Train Control System.	\$8,899,899	TBD
22P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways.	\$5,500,000	District 06, District 10
22U	PCJPB	Peninsula Corridor Electrification	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; support Caltrain's long-term financial sustainability; and provide infrastructure for blended Caltrain and high-speed rail systems.	\$5,100,000	District 06, District 10

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
22U, 44	SFPW	Better Market Street	The Better Market Street project, extending from The Embarcadero to Octavia Boulevard, will include major transportation streetscape and safety improvements for transit passengers, bicyclists and pedestrians along 2.2 miles of the city's premier boulevard and most important transit corridor. Scope elements include but are not limited to extending Muni only lanes, constructing larger boarding islands, and providing a new continuous protected bikeway. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway, we are proposing to program \$15.98 million in Prop K discretionary guideways funds to Better Market Street and exchange an equivalent amount of OBAG2 funds with Central Subway. The Metropolitan Transportation Commission is also looking at ways to help close the funding gap.	\$17,230,000	District 03, District 05, District 06
27	SFMTA	Bayshore Caltrain Station Upgrades	Programmatic line to provide funding for preliminary engineering and environmental review of future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.	\$2,000,000	District 10
27	SFMTA	Bayshore Caltrain Station Connectivity Upgrades Placeholder	Programmatic placeholder to provide funding for future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.	\$1,000,000	District 10
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Proposed Prop K funds are for design and construction of dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers.	\$5,035,272	District 10
30	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$250,000	TBD
30, 38	SFMTA	Sloat Skyline Intersection Improvements	Redesign the intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signaling the intersection, construction of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.	\$2,660,000	District 04, District 07

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
31	SFMTA	New Signal Contract 65	Design and construct new traffic signals and/or flashing signal systems at: Loomis St/Oakdale Ave, 3rd Av/Kezar Dr/Lincoln Way, Alemany Blvd/Rousseau St, Alemany Blvd/Lawrence Ave, Hattie St/Market St.	\$2,422,111	District 05, District 08, District 10, District 11
31	SFMTA	New Signal Contract 66	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined.	\$3,600,000	TBD
32	SFMTA	Local Bus Transit Signal Priority	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at all intersections along local bus routes citywide where TSP has not already been implemented. TSP implementation is complete for all of Muni's Rapid bus routes. The project will improve vehicle management and travel time reliability, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed.	\$5,128,680	TBD
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase 3	Implement the 3rd of 4 phases of the systematic replacement of the traffic detection technology at 20-25 intersections along the 3rd Street light rail corridor. This program is intended to replace the video-based vehicle detection systems, currently installed at 67 intersections along the 3rd Street Light Rail Corridor, with more reliable wireless system. Originally installed in 2004, the pole-mounted video cameras have not been consistently reliable. The newer wireless detection technology has since been proven more effective in other applications in the City and statewide.	\$550,000	District 06, District 10
33	SFMTA	Great Highway Signal Upgrade	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment.	\$2,400,000	District 01, District 04, District 07
33	SFMTA	Signal Modification Contract 35	Traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.	\$1,758,000	District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11
33	SFMTA	Signal Modification Contract 36	Design and construct signal improvements at 14 intersections at various locations throughout the city to address safety or operational concerns. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Twelve locations are to be determined, and project will include 9th Street/Bryant Street and 10th Street/Bryant Street as recommended in the Vision Zero Ramp Intersection Study.	\$5,846,000	District 6, TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
33	SFMTA	Traffic Signal Conduits	Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects.	\$1,500,000	TBD
33	SFMTA	Traffic Signal Hardware	Replace signal hardware such as signal controllers, signal controller cabinets, and accessible (audible) pedestrian signals that is nearing the end of its useful life.	\$1,292,000	TBD
33	SFMTA	Traffic Signal Visibility Upgrades	Upgrade traffic signals along selected corridors from 8-inch signal heads to 12-inch heads. Up to 12 intersections per corridor may be funded through this program, up to 60 intersections total over the 5YPP period. Candidate corridors include Alemany Boulevard, Outer Mission Street, 25th Avenue, Brotherhood Way and Sunset Boulevard.	\$1,650,000	TBD
33	SFMTA	Traffic Sign Upgrades	Replace signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs that need replacement include advanced street name signs and regulatory signs such as stop and no left turn signs.	\$1,100,000	TBD
33	SFMTA	Western Addition Signal Upgrades	Design and construct pedestrian countdown signals and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area.	\$1,195,859	District 5
34	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 37 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits. The project will be joint with PUC and include sewer main replacement work.	\$3,000,000	District 08, District 09, District 10
34	SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 29 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$2,927,331	District 07, District 08
34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 34 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,000,000	District 05
34	SFPW	McAllister St, 20th St, and 24th St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 21 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,100,000	District 08
34	SFPW	Sunset Blvd Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 42 blocks on Sunset Blvd from Martin Luther King Jr Dr to Irving St, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,000,000	District 04
35	SFPW	Street Repair and Cleaning Equipment	Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt-pavers, dump trucks, sweepers, and front-end loaders.	\$5,001,612	Citywide
37	SFMTA	Bike Facility Maintenance	Annual funding for capital maintenance and upgrades to existing bike facilities such as replacing delineators, maintaining existing bike boxes and green lane markers, and performing spot paving improvements which are essential aspects of Vision Zero.	\$900,000	TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
37	SFPW	Public Sidewalk and Curb Repair	Repair of damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage.	\$3,050,352	TBD
38	SFMTA	6th Street Safety Improvements	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market and Harrison with wider sidewalks, new traffic signals, and streetscape improvements.	\$9,226,200	District 6
38	SFMTA	Advancing Equity through Safer Streets	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$3,750,000	TBD
38	SFMTA	Application-Based Local Streets Traffic Calming Program	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$6,000,000	TBD
38	SFMTA	Bayview Community Based Transportation Plan Implementation	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.	\$2,460,000	District 10
38	SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.	\$85,000	District 10
38	SFMTA	Excelsior Neighborhood Traffic Calming	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.	\$2,080,000	District 11
38	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$2,050,000	TBD
38, 39	SFMTA	Ocean Avenue Safety Improvements	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.	\$1,800,000	District 07, District 11
38	SFMTA	Schools Engineering Program	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.	\$5,000,000	TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SEMTA	Safer Taylor Street	Streetscape improvements to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.	\$3,429,749	District 06
38	SEMTA	Speed Radar Sign Installation	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.	\$900,000	TBD
39	SEMTA	Beale Street Bikeway	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.	\$640,000	District 06
39	SEMTA	Bicycle Outreach and Education	Provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus	\$380,000	Citywide
39	SEMTA	Bike to Work Day	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.	\$208,790	Citywide
39	PCJPB	Caltrain Wayside Bike Parking Improvements	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.	\$800,000	District 06, District 10
39	SEMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations.	\$480,000	District 09, District 10
39	SEMTA	Citywide Neighborhood Program	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborhoods throughout San Francisco. Neighborhoods are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.	\$3,750,000	Citywide
39, 40	SEMTA	Grove Street/Civic Center Improvements	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.	\$3,182,000	District 05, District 06
39	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$1,000,000	TBD
39	SEMTA	Page Street Neighborhood	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborhood' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.	\$1,570,000	District 05

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
39	SEMTA	Short-term Bike Parking	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations	\$1,990,000	Citywide
39	SEMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.	\$250,000	District 03
39	SEMTA	The Embarcadero Enhancement	The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway and enhanced pedestrian crossings.	\$550,000	District 03
39	SEMTA	Valencia Bikeway Improvements	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to 15th Street. This project will be informed by the District 8 N'TIP funded Valencia Bikeway Implementation Plan.	\$1,000,000	District 06, District 08, District 09
40	SEMTA	Folsom-Howard Streetscape	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.	\$900,963	District 06
40	SEMTA	Lake Merced Pedestrian Safety	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations from the planning phase could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.	\$480,000	District 07
40	SEMTA	Leavenworth Livable Street	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.	\$750,000	District 03, District 06
40	SEMTA	Mission Street Excelsior Safety Improvements	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street.	\$1,000,000	District 11
40	SEMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280.	\$245,000	District 07, District 08
40	Any Eligible	N'TIP Placeholder	The Neighborhood Transportation Improvement Program (N'TIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The N'TIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$825,000	TBD

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
41	SFPW	Curb Ramps	Prop K funds will be used to construct and reconstruct accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.	\$6,163,134	TBD
42	SFPW	Tree Planting	With the passage of Proposition E in November of 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. As a result, Public Works requests to use all Prop K Tree Planting and Maintenance category funds programmed in FY19-20 to FY 23-24 to plant and establish trees, which Prop E explicitly does not fund. Public Works and its community partners will plant and water 3,975 trees over the next five years, focusing on existing empty basins, with these funds. Long-term maintenance of these trees will be funded by Prop E.	\$7,475,127	TBD
43	SFMTA	Bicycle One-Stop Resource	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The approach will be to build on the branding developed in the bicycle outreach program in order to support the goal of bicycle ridership growth in SF.	\$40,000	Citywide
43	SFE	Commuter Benefits Ordinance Update	Review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) which applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Project will 1) engage stakeholders 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.	\$100,610	Citywide
43	SFMTA	Comprehensive Employee TDM Program	This project will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on evaluation of the pilot program, roll out an employer-based information and education outreach program. The program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.	\$565,000	Any
43	SFMTA	Comprehensive Residential TDM Program	This project will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on evaluation of the pilot program, roll out an information and education outreach program. The residential TDM program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.	\$1,450,000	Any

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	ConnectSF Modal Study Follow On	ConnectSF is the multi agency long range transportation planning program. Studies and projects proposed under the program umbrella, including the Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) are designed to help San Francisco reach the 50-year vision, adopted in 2018. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and the TCS and develop them further for implementation.	\$300,000	Citywide
43	SEMTA	Curb Management Strategy	Develop a curb management strategy that emphasizes access for people and goods rather than private car storage, and determines how to allocate curb space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time. Scope includes Phase 1: development of a policy framework, Phase 2: development of tools, procedures and strategies, informed by pilot projects, and Phase 3: implementation and evaluation.	\$615,400	Citywide
43	SFCTA	Emerging Mobility Services Pilot - Placeholder	The proposed funding is a placeholder Emerging Mobility Services Pilots, such as an Autonomous Vehicle (AV) shuttle pilot on San Francisco public streets, preferably serving a Community of Concern; candidate locations include Districts 4, 6, or District 10. An AV pilot is also an opportunity to partner with SFMTA's curb management team to test curb management strategies. Goals of the pilots would include, but are not limited to, support for transit and reduced emissions. SFCTA would evaluate the pilot performance.	\$100,000	District 04, District 06, District 10
43	SFCTA	Mobility as a Service Pilot	The Transportation Authority and TIMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island, Downtown/SOMA, and/or District 10. The objective is to aggregate the area public and private transit operators (water taxi, ferry, AC Transit, and Muni); toll; parking; and emerging mobility service information into a single user interface for trip planning, booking, payment, and navigation. This pilot application could coordinate with incentives and discount programs, and should focus on including benefits and service for Communities of Concern. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.	\$200,000	District 03, District 06, District 10
43	Any Eligible	NTTP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$100,000	Citywide
43	SEMTA	IDM for Tourists	To be provided by SEMTA	\$325,000	Citywide

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program Evaluation (TSP) Evaluation Tool will provide decision-makers with the ability to quantify the effectiveness of travel demand management (TDM) strategies included in the TSP program that are intended to shift travel behavior. The effort involves identifying the tool performance requirements based on user needs, collecting, warehousing, and analyzing data, and implementing a tool that can easily be used by developers, planners, decision-makers and the public.	\$200,000	Citywide
44	Any Eligible	Housing Incentive Pool Local Match	This funding provides a local match placeholder to the MTC's Housing Incentive Program (HIP). MTC created the HIP program to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.	\$550,000	Any
44	Any Eligible	Neighborhood Transportation Improvement Program Planning Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for planning funds.	\$1,100,000	Any
44	SFCTA, SEMTA	Neighborhood Transportation Improvement Program Pre-Development/Program Support	The Transportation Authority's NTIP provides grants to support neighborhood transportation planning and to implement neighborhood-scale capital projects. This funding would enable SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach to proposed NTIP planning and capital projects, as well as project delivery support.	\$650,000	Citywide
44	Any Eligible	OBAG3 Local Match	This funding provides local match to One Bay Area Grant (OBAG) Cycle 3 funds. MTC created OBAG to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support TOD, particularly in areas that are slated for accepting growth in housing and/or employment (e.g. Priority Development Areas).	\$1,250,000	Any
44	Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	This placeholder will provide the local match for planning grants that support transit oriented development and neighborhood transportation planning.	\$750,000	Any
44	TBD	Regional Priority Areas Planning Local Match (e.g. Regional PDA Planning)	These funds provide local match to the MTC's Priority Development Area (PDA) planning grant program. Key goals of the PDA Planning program are to increase both housing (including affordable housing) and jobs; increase transit ridership; promote multimodal connections; and locate key services and retail within the PDAs.	\$350,000	Any

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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¹ Prop K Expenditure Plan numbers correspond to the below categories:

- 1 Rapid Bus Network
- 7 Capital Improvement Program
- 8 BART Station Access, Safety & Capacity
- 9 Ferry
- 10 Trolleybus Lines Extension
- 11 F-Line Extension to Ft Mason
- 12 Purchase/Rehab Historic Streetcars
- 13 Balboa Park BART/MUNI Station Access
- 14 Relocation of Paul St to Oakdale - Caltrain
- 15 Purchase Additional LRV's
- 16 Other Transit Enhancements
- 17M Vehicles - MUNI
- 17P Vehicles - PCJPB
- 20B Facilities - BART
- 20M Facilities - MUNI
- 20P Facilities - PCJPB
- 22B Guideways - BART
- 22M Guideways - MUNI
- 22P Guideways - PCJPB
- 26 Great Highway Erosion Repair
- 27 Vistacion Valley Watershed
- 30 Other Upgrades to Major Arterials
- 31 New Signals and Signs
- 32 Adv. Technology & Info Systems SFgo
- 33 Signals and Signs
- 34 Street Resurfacing, Rehab, & Maintenance
- 35 Street Repair & Cleaning Equipment
- 37 Pedestrian & Bicycle Facility Maintenance
- 38 Traffic Calming
- 39 Bicycle Circulation/Safety
- 40 Pedestrian Circulation/Safety
- 41 Curb Ramps
- 42 Tree Planting & Maintenance
- 43 Transportation Demand Mgmt
- 44 Transportation/Land Use Coordination

² Sponsor acronyms include Bay Area Rapid Transit District (BART), Department of the Environment (SFE), Department of Public Works (SFPW), Golden Gate Bridge, Highway and Transit District (GGBHTD), Peninsula Corridor Joint Powers Board/Caltrain (PCJPB), Port of San Francisco (SFPort), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).