



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, November 13, 2018, 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

		Page
1.	Roll Call	
2.	Citizens Advisory Committee Report – INFORMATION*	5
3.	Approve the Minutes of the October 23, 2018 Meeting – ACTION*	15
4.	Appoint One Member to the Citizens Advisory Committee – ACTION*	25
	<p>The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its November 13, 2018 meeting. The opening is the result of the resignation of Hala Hijazi (District 2 resident), who is not seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.</p>	
5.	Allocate \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request – ACTION*	33
	<p>Projects: (PCJPB) Tunnels 1 & 4 Track and Drainage Rehabilitation (\$1,300,000), Revenue Vehicle Rehabilitation (\$3,807,115), Ticket Vending Machine Rehab Program (\$218,485), SF Station Enhancements and Renovations (\$200,000), Systemwide Track Rehabilitation (\$1,100,000), Railroad Communications State of Good Repair (\$106,400), Signal System State of Good Repair (\$60,000), Guadalupe River Bridge Replacement and Extension (\$600,000) and Marin Street and Napoleon Avenue Bridges Rehabilitation (\$108,000); (SFMTA) Replace 35 Paratransit Vans (\$931,019) and New Traffic Signals Contract 65 (\$300,000); (SFCTA) TSP Evaluation Tool (\$200,000)</p>	
6.	Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway – ACTION*	45

Board Meeting Agenda

- | | | |
|-----|---|-----|
| 7. | Adopt the 2019 Prop K Strategic Plan – ACTION* | 75 |
| 8. | Adopt the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange in Prop K Funds for the U.S. 101/I-280 Managed Lanes Project – ACTION* | 113 |
| 9. | Award a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study – ACTION* | 130 |
| 10. | Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services – ACTION* | 143 |

Items from the Vision Zero Committee

- | | | |
|-----|--|-----|
| 11. | [Final Approval] Approve a Resolution of Support Committing the Transportation Authority and Encouraging the Board of Supervisors and the Media to Pledge to Use “Crash” and “Collision” and not “Accident” in Recognition of World Day of Remembrance 2018 – ACTION* | 149 |
|-----|--|-----|

Other Items

- | | |
|-----|---|
| 12. | Introduction of New Items – INFORMATION

During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration. |
| 13. | Public Comment |
| 14. | Adjournment |

***Additional Materials**

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19,

Board Meeting Agenda

21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.



This Page Intentionally Left Blank



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, October 24 2018

1. Committee Meeting Call to Order

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

CAC members present: John Larson (Chair), Myla Ablog, Kian Alavi, Robert Gower, David Klein, Chris Waddling and Rachel Zack (7)

CAC Members Absent: Hala Hijazi (entered during Item 12), Becky Hogue, Peter Sachs and Peter Tannen (4)

Transportation Authority staff members present were Eric Cordoba, Anna Harvey, Andy Heidel Jeff Hobson, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn, Eric Reeves, Aprile Smith, and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Larson reported that the Transportation Authority Board approved a resolution authorizing suspension of all further financial assistance to the Transbay Joint Powers Authority (TJPA) for 30% design work on the Downtown Extension and listed the conditions that TJPA needed to meet to release the funds. Chair Larson shared the benefits of Senate Bill 1 for San Francisco public transportation and noted that on November 6, Californians would vote on Proposition 6, which, if passed, would eliminate the funding provided by Senate Bill 1.

Chair Larson stated that staff had asked the CAC to defer Item 15 on Transportation Network Companies effects on congestion to next month in light of a very full agenda and wanting to make sure the CAC had enough time to answer questions. He also noted that Item 16, Update on Cordon Pricing and Incentive-Based Congestion Management, could possibly be deferred if time became an issue.

David Klein asked if questions could be emailed to the Chair or Clerk on the deferred information item.

Chair Larson replied in the affirmative.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 26, 2018 Meeting – ACTION
4. State and Federal Legislation Update – INFORMATION
5. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2018 – INFORMATION
6. Citizens Advisory Committee Appointment – INFORMATION

7. **Adopt a Motion of Support for the Approval of a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study – ACTION**
8. **Adopt a Motion of Support for the Approval of a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services – ACTION**

There was no public comment on the Consent Agenda.

David Klein moved to approve the Consent Agenda, seconded by Chris Waddling.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Larson, Waddling and Zack (7)

Absent: CAC Members Hijazi, Hogue, Sachs and Tannen (4)

End of Consent Agenda

Chair Larson called Item 12 before Items 9, 10 and 11.

9. **Adopt a Motion of Support for the Allocation of \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request – ACTION**

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

David Klein asked for additional information on the Transportation Sustainability Program (TSP) evaluation tool and asked who would be using the tool.

Maria Lombardo, Chief Deputy Director, said the tool that the Transportation Authority was developing was an analytical model that would calculate the beneficial impacts of proposed Transportation Demand Management (TDM) projects and strategies that developers could choose to implement as means of reducing Vehicle Miles Traveled (VMT) created by their proposed developments. For instance, the tool would help estimate how much VMT reduction would be expected by offering bike share memberships or subsidized transit passes depending on factors like the type of development, surrounding land uses, etc. She said that the next iteration of the model would include a more user-friendly web-based interface to allow the public, developers or agency staff to use the TSP evaluation tool.

David Klein observed that there were typically not enough data scientists in the public sector and asked if a data scientist would be brought on in conjunction with this appropriation.

Ms. Lombardo said she would refer that question to Joe Castiglione, Deputy Director for Technology, Data and Analysis, who led the team that analyzed the data for the TNCs and congestion item (#15) that was deferred so he could provide a more comprehensive answer at the next meeting if not sooner.

Myla Ablog said that certain projects for which Prop K allocations were requested required Army Corps of Engineers permits, so she would be abstaining from the vote.

During public comment Edward Mason said the upgraded ticket vending machines for which Prop K funds were requested had been discussed at the previous Peninsula Corridor Joint Powers Board (PCJPB) meeting. He asked if they would be dispensing Clipper cards.

Peter Skinner, Manager, Grants and Fund Programming at PCJPB said the vending machines

would not dispense Clipper cards but would have functionality for adding value to Clipper cards. Hala Hijazi moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (7)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue, Sachs and Tannen (3)

10. Adopt a Motion of Support for the Adoption of 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway – ACTION

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

Robert Gower asked with regard to Balboa Park Station area improvements what was the status of any traffic and pedestrian safety studies. He said that it was a highly used transit corridor with lots of conflicts between light rail vehicles, pedestrians and traffic, with expected new housing developments and other land use changes.

Ms. LaForte said there were two relevant Prop K projects. One to fund construction to reconfigure the kiss and ride next to the Upper Yard development, eliminating cut through traffic onto Geneva, and building a smaller access off San Jose Avenue for the Balboa Park Station. She said a second project was to advance the San Jose and Geneva Neighborhood Transportation Improvement Program (NTIP) Planning Study and that the San Francisco Municipal Transportation Agency (SFMTA) would provide an update to the CAC by early 2019. She said the study was looking at pedestrian safety and would provide recommendations to improve safety concerns at the terminus of the M Line. She said a written response could be provided.

Myla Ablog asked if any of the projected costs of projects had to be adjusted due to tariffs.

Alexandra Hallowell, Transit Capital Planning Manager at SFMTA, said that one of the types of projects for which the SFMTA had requested funding was for spot improvements to rail in response to safety needs and community requests. She said these projects typically involved rail and related materials that were hard to procure because they came from Europe. This typically takes longer as they must receive waivers from Federal Buy-America requirements and that these waivers were not granted as easily as in the past. She said she could not point to a specific project in the 2019 5YPPs where cost increases were directly attributable to tariffs, but speculated that if the tariffs remain in place, SFMTA would likely see increased costs and slower procurements. Ms. Hallowell said she would talk to the SFMTA engineering department to try and obtain a more robust response.

David Klein asked if the lawsuits against the Geary Bus Rapid Transit project had been resolved.

Ms. LaForte said that the California Environmental Quality Act (CEQA) lawsuit had been resolved.

Kian Alavi asked what was being done by the Transportation Authority and the City of San Francisco to ensure 5YPP projects would be completed when Prop K funds are anticipated to run out.

Chair Larson asked if funding shortfalls were part of a long-term expenditure plan or due to projects going over budget.

Ms. LaForte clarified that when staff say that funds will run out in this five-year period, that statement was based on conservative outputs from the financial model based on the typically optimistic cash flow schedule for the projects proposed by the implementing agencies. She said if expenditures are slower (e.g. slower allocations and/or slower rates of requesting reimbursement) then financing costs would be less and there would be more money for projects.

Ms. Lombardo added that the original expenditure plan was a compromise and did not fully fund any of the programs given that transportation needs far outpace available funding. With respect to Caltrain and Bay Area Rapid Transit (BART), she noted they were added as eligible sponsors in the Prop K Expenditure Plan, but had not been included in the predecessor sales tax program. Ms. Lombardo explained that Prop K funds were set aside for Caltrain's capital program to help relieve some of the SFMTA's burden of paying San Francisco's share of Caltrain costs, but was never meant to be a permanent solution. She said in the vehicle's category, which is Prop K's largest programmatic category, the SFMTA was replacing its fleet of vehicles faster than originally assumed, which requires advancing Prop K funds so they run out sooner, but also delivers benefits to the public sooner. She said that a possible 1/8 cent sales tax for Caltrain was under consideration for the November 2020 ballot and San Francisco's potential Transportation Network Companies (TNC) per trip tax on trips originating in San Francisco were examples of how the city was working to generate additional funds.

During public comment Jackie Sachs asked if the shortfall would happen before the conclusion of the Prop K program.

Ms. Lombardo said the last year of the 2019 5YPPs would be year 20 of the Prop K program, which would allow the Transportation Authority to make amendments to the expenditure plan, if desired.

Jackie Sachs asked how much money Muni would contribute to the projects under consideration and asked why they couldn't use their money first before they came to the Transportation Authority.

Edward Mason asked if there was any coordination between San Francisco Public Works and Muni regarding curb ramps for disabled individuals, as some recently constructed curb ramps were subsequently sawed into for signal upgrade projects.

Rachel Zack moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (8)

Absent: CAC Members Hogue, Sachs and Tannen (3)

11. Adopt a Motion of Support for the Adoption of the 2019 Prop K Strategic Plan – ACTION

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

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (8)

Absent: CAC Members Hogue, Sachs and Tannen (3)

12. Update on Fissures Found on Steel Girders at the Transbay Transit Center – INFORMATION

Dennis Turchon, Senior Construction Manager at the TJPA, presented the item.

David Klein asked when responsibility was established, who would be responsible for covering all the costs associated with the building closure and repairs.

Mr. Turchon said it would depend on the cause and that the tests would reveal if the issue was due to design or material. He said the contractor would be responsible if the tests showed that the root cause was a materials issue and the designers would be responsible if the issue was caused due to the design. Mr. Turchon said the TJPA was tracking the full range of costs associated with the building closure.

Chair Larson asked if the TJPA was aware of other structures with a girder design similar to the Transbay Transit Center.

Mr. Turchon replied that the design was not common but neither was it unique or unusual. He said structural engineers met the architectural design and modeled all the criteria that were built into the structure.

During public comment Roland Lebrun asked for the presentation slide that showed the cracked hangar beam to be displayed. He said the cut occurred after the hangar beam was installed and believed the crack was due to the weight of buses pulling and pushing on the beam. He said the peer reviews would not provide any benefit and recommended that a monitoring system be installed that could identify any additional structural issues.

Jackie Sachs asked if the construction of the park on top of the transit center had anything to do with the discovered crack.

Mr. Turchon said it was not unusual to have a park on top of a building and said the structural design had taken into account the full expected weight of the park.

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

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

Kian Alavi, said the Mayor's office had discussed supporting small business but had not provided financial support. He asked what was being done to help small business entrepreneurs and asked what feedback SFMTA had received in regard to open office hours.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA had a robust business support program and launched a business advisory committee with monthly meetings. She said the committee is representative of business members along the corridor and that the Mayor's Office of Economic Workforce Development (OEWD) was providing small businesses with technical advisory services. She said the SFMTA was providing banners, marketing materials and signage to address double parking and other business issues related to construction. Ms. McCarthy said the office hours were attended by community members, on a limited basis. She said when SFMTA was contacted by small business with an issue, they tended to follow up right away rather than waiting for the next advisory committee meeting. She noted that the ways SFMTA could help were limited as it was a transit agency.

Kian Alavi said the SFMTA had the platform to speak on behalf of small businesses established along the corridor and could speak directly to the Mayor's office.

Ms. McCarthy said OEWD was proactively supporting small businesses.

Robert Gower asked when the office hours are held.

Ms. McCarthy said the office hours were Tuesdays from 2:00 p.m. - 4:00 p.m. and Fridays 10:00

a.m. - 12:00 p.m. She said there was a 24/7 hotline and email address for members of the public who could not attend office hours.

Robert Gower asked what kind of outreach was done to inform small businesses about the hotline and email options.

Ms. McCarthy said there was signage placed every hundred feet along the corridor, along with a clearly visible sign that provided contact and office hour information. She said there was a robust communications program that also included informational door hangers.

David Klein asked what additional tools were being used besides the hotline and signage.

Ms. McCarthy said the tools differed depending on the business. She listed merchant directory, wayfinding, signage to help people find parking and parking adjustments to better serve businesses as examples of tools that SFMTA was using to assist businesses along the corridor.

Mr. Gabancho added that the SFMTA also worked individually with businesses on a case by case basis, for example, to make sure contractor equipment was not blocking signage or parking zones.

Chris Waddling expressed his support for the outreach being provided along the Van Ness corridor and said it might have helped save business along the Muni Third Street T line. He requested that the same level of outreach and communication be provided along the Muni Third Street T line corridor when work is done to improve the boarding platforms. He asked if there were opportunities to accelerate the build out phase of the Van Ness BRT project.

Mr. Gabancho said the SFMTA was looking at ways to accelerate construction. He said the utility work made it difficult for the BRT portion of the project, in the median, to be worked on as the median was currently being used as staging for materials or to divert traffic.

During public comment Edward Mason commented that the Santa Clara Valley Transportation Authority (VTA) fired their contractor for the East Santa Clara BRT project because of decimation of local businesses. Mr. Mason said that the VTA ended up offering discounts to people patronizing local businesses along the project corridor if they showed their transit pass. He suggested offering similar business discounts to transit riders in the Van Ness corridor to encourage business along the corridor.

Jackie Sachs said the right turn on red at stop lights and placing bus platforms in the middle of the street made it difficult for disabled individuals to cross the street safely. She asked how SFMTA had taken into consideration the need to provide time for seniors and disabled persons to cross the street.

Mr. Gabancho said he would check with SFMTA staff.

14. Adopt a Motion of Support for the Adoption of the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange in Prop K Funds for the U.S. 101/I-280 Managed Lanes Project – ACTION

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

Rachel Zack said Governor Brown was in favor of electric vehicles and allowing them to access carpool/express lanes and asked if the modeling considered the impact electric vehicles would have on express lanes.

Mr. Heidel said they did not explicitly represent electric vehicles in the model. He clarified that

state legislation authorized the use of express lanes by single occupant electric vehicles but also allowed them to be charged a discounted toll. He said the Metropolitan Transportation Commission (MTC), Valley Transportation Authority (VTA) and Alameda County had agreed to phase in tolling of electric vehicles over the next two years, rather than continuing to permit free access by electric vehicles to the express lanes. Mr. Heidel said that current discussions suggest that electric vehicles would be offered a 50% discount over posted tolls when this policy is enacted.

Myla Ablog asked for additional information regarding equity strategies studied in Los Angeles.

Mr. Heidel said that Los Angeles's equity strategy included roughly 800 community meetings to understand the needs and concerns of impacted communities along two major corridors. He said the strategy was three-pronged. First, after hearing the desire for more and improved bus service from the community, Los Angeles made significant investments in buses that used the express lane and traveled through the adjacent neighborhoods around the express lane. He said that in addition to this improved bus service, Los Angeles Metro developed two programs to assist low income drivers who did not have the option of using transit. The first program waived the monthly maintenance fee for FasTrak transponders and included \$25 in pre-loaded credit, and the second program provided all enrolled transit riders with toll credit for frequent use of transit within the two identified corridors.

Chris Waddling asked if the model studied private commuter shuttles, that often were empty when picking people up, and if there were ways to charge them when traveling with one occupant or incentivize them to have riders at all times.

Mr. Heidel said data was used from the SFMTA's commuter shuttle pilot because they reported where vehicles went when they were in the city and helped determine what vehicles might use the express lane. He said the model calculated the commuter shuttle buses being full going into the city and empty going back in the morning, and vice versa in the evening. He said the status of the legislation would allow commuter shuttle buses to use any tolled lane or carpool lane at no cost if occupied by more than a single occupant. He noted only public transit vehicles were exempt from paying when they contained only a single occupant.

Chair Larson noted the departure of Hala Hijazi and acknowledged that the current meeting would be her last one as a member of the CAC. The CAC thanked her for her service.

David Klein asked if the study had a go/no go threshold or metric that would enable the study team to determine if there were sufficient benefits to justify the project. He also asked if a limit had been placed on the cost that could be potentially placed on the public.

Mr. Heidel said that the study did not set thresholds in terms of travel time savings. He said the goals were to encourage higher vehicle occupancy on the freeway and that since the team had only studied the peak hour, they weren't able to speak definitively on this goal yet. He said that the topic of pricing had not yet been discussed but would be explored in future work.

David Klein asked how long the study would continue.

Mr. Heidel said the CAC was being asked to support the adoption of the final report from the feasibility phase. He said the second action was a co-op amendment with Caltrans for its participation in the scoping phase, and the following phase after that would be environmental analysis and preliminary engineering.

Ms. Lombardo said she work with the project team to get a clearer response to Mr. Klein's question. She noted that the next steps were to conduct an equity study and detailed traffic analysis, both of which would provide key information to help policymakers decide if they wish to advance the project.

David Klein asked if a 4-9-minute traffic improvement was worth additional funds.

Robert Gower requested to see statistics related to high occupancy vehicles which he believed was the larger goal of the study.

Eric Cordoba, Deputy Director for Capital Projects, said Transportation Authority staff was working on a Project Initiation Document with the state to scope out potential alternatives and would have a finished document by Spring 2019. He said the document would show alternatives that would be further studied during the environmental document phase. Mr. Cordoba said the environmental study would take a year to a year and a half after Spring 2019.

Kian Alavi noted that reaching a 3-person vehicle occupancy was likely going to be achieved by the TNCs. He said there should not be an opaque wall as to what TNCs were doing and he encouraged Transportation Authority staff and Chair Peskin to continue to push hard to obtain access to TNC data.

During public comment Edward Mason read off the SFMTA Commuter Shuttle Program and noted that the commuter shuttles appeared to have less than 20 people per bus. He also asked if the study looked at the impact congestion had on the environment.

Kian Alavi moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Larson and Waddling (6)

Absent: CAC Members Hijazi, Hogue, Sachs, Tannen and Zack (5)

Chair Larson continued Items 15 and 16 to the November 28, 2018 CAC meeting without objection.

15. Update on the Effects of Transportation Network Companies (TNCs) on Roadway Congestion and Reliability – INFORMATION

There was no public comment.

16. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – INFORMATION

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

There was no public comment.

17. Introduction of New Business – INFORMATION

Kian Alavi challenged local government to stand up to the tech companies and protect the wellbeing of San Francisco residents and roads. With respect to the Downtown Extension, Mr. Alavi said he understands that the action taken by the Transportation Authority Board was a vote of no confidence in the management of the TJPA, but he said that there needs to be better messaging about what is being done to fix it.

Chris Waddling requested an update on the Quint Street project and noted that Transportation Authority staff would be giving an update to the Bayview CAC in November.

There were no new items introduced.

18. Public Comment

During general public comment Jackie Sachs requested a date to honor past CAC leaders and asked for an update on the other 9 to 5 project.

Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no

permits and additional violations.

There was no public comment.

19. Adjournment

The meeting was adjourned at 8:27 p.m.



This Page Intentionally Left Blank



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, October 23, 2018

1. Roll Call

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

Present at Roll Call: Commissioners Brown, Cohen, Mandelman, Peskin, Safai, Stefani, and Tang (7)

Absent at Roll Call: Commissioners Kim (entered during Item 2), Yee (entered during Item 3), Fewer (entered during Item 10) and Ronen (entered during Item 10) (4)

Chair Peskin called Item 3 before Item 2.

2. Chair's Report – INFORMATION

Chair Peskin thanked the Board members who traveled with Transportation Authority staff to Los Angeles earlier in the month to attend a study tour of the Los Angeles Metro Express Lanes project. He noted that Commissioner Yee had also recently traveled and invited him to share his learnings from attending the international Child in the City World Conference in Vienna, Austria.

Commissioner Yee shared some slides and presented his learnings from the Child in the City World Conference.

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 October 16, 2018 Meeting – ACTION
5. [Final Approval] Allocate \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriate \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION
6. [Final Approval] Adopt Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amend Six 2014 5YPPs – ACTION
7. [Final Approval] Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – ACTION
8. [Final Approval] Award an 18-month Professional Services Contract with Golden State Bridge/Obayashi Joint Venture in an Amount Not to Exceed \$675,000 for Construction

Manager/General Contractor Preconstruction Services for the Yerba Buena Island Westside Bridges Seismic Retrofit Project and Increase the Amount of the Professional Services Contract with WMH Corporation by \$4,000,000, to a Total Amount Not to Exceed \$15,300,000, to Complete Final Plans, Specifications and Estimates for the Yerba Buena Island Bridge Structures Project – ACTION

There was no public comment.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Kim.

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

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Safai, Stefani, Tang, and Yee (9)

Absent: Commissioners Fewer and Ronen (2)

End of Consent Agenda

9. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – INFORMATION

Jeff Hobson, Deputy Director for Planning, presented the item.

Commissioner Kim thanked Mr. Hobson for the presentation, expressed how great it was seeing the work on congestion pricing continue. She spoke of having seen how mobility management worked in London and how congestion pricing had been a much more controversial topic when she first started office. Commissioner Kim asked why the boundary for the cordon extended so far north, noting that the idea of congestion pricing had been pretty controversial in Fisherman's Wharf and Chinatown.

Mr. Hobson explained that the 2010 study had tried to strike a delicate balance between not making the area too big so there's a lot of traffic wholly within the area, nor so small that it would have lots of spillover effects on nearby neighborhoods by drivers trying to avoid paying the toll. He said the geographical boundary also needed to be easily understood by drivers, but that a new study could take another look at the proposed cordon area.

Director Chang added that since the northeast quadrant was the most heavily supplied transit zone, the thinking was that cordon pricing could be supported in that area, especially with Central Subway coming on-line.

Commissioner Kim commented that one of the reasons why congestion pricing was so successful in London was that they heavily invested in transit service throughout the city from the beginning and asked if staff had considered how to invest in improving the city's transit services before revenue was collected from congestion pricing.

Mr. Hobson agreed that the issue should be addressed by agencies and said Transportation Authority staff would work closely with the San Francisco Municipal Transportation Agency (SFMTA) to address this topic in the anticipated refresh of the 2010 study. He also commented that in London, congestion pricing resulted in significant decreases in driving and congestion and significant increases in bus ridership and biking.

Director Chang added that the help of additional funding, such as from state and federal resources, would be needed to plan and implement transit improvements. She cited San Mateo County, New York, and Los Angeles as examples.

Commissioner Kim asked if the SFMTA was able to demonstrate how much improvement had occurred with the influx of funding over the last few years, since there was public doubt that revenue was the only reason transit had not been as strong as desired in the city. She asked how the Transportation Authority could ensure more revenue would lead to demonstrably improved outcomes for riders. She also said she would like to see investment in a citywide protected bike lane plan.

Director Chang agreed with and thanked Commissioner Kim for highlighting the importance of measuring the efficacy of funding investments and listed out several successful projects implemented by Muni, BART, and Caltrain.

Commissioner Kim expressed that her constituents were not as excited about buses as they are about trains and subways, and she asked how could the SFMTA get more interest in buses. She asked if there was a study available on the topic.

Director Chang commented that the agency was working on increasing ridership and interest in riding buses through the bus rapid transit network.

Mr. Hobson stated that the increase in ridership in London was due to increased frequency and speed of buses, both of which were made possible by reduced congestion from their pricing system. He added that London's fastest growing group of riders were young professionals, indicating that under the right conditions, buses could be the popular choice.

Commissioner Brown said she was agreement with Commissioner Kim's comments and expressed her excitement about the resurfacing of the topic. She further commented that providing the transit service first before implementing congestion pricing was important in preventing disgruntled commuters through the area. She continued by asserting that having a subway system in place would also decrease congestion in the area and make commuting much faster for riders, noting that her choice would be the subway first. Commissioner Brown also commented on the need for a more robust citywide bike plan and protected bike lanes. She also asked which groups the agency had contacted as part of community engagement in the original study.

Mr. Hobson stated that he was not at the agency when the study was completed and could not speak to which specific groups had been contacted, but that there were both neighborhood-level groups as well as citywide groups, some of which are still active in discussions today. He said these included groups such as the San Francisco Bicycle Coalition, Walk San Francisco, San Francisco Transit Riders, and others.

Director Chang added that multiple working groups, mostly comprised of community transit organizations, were involved in outreach to numerous communities, including communities of concern, as well as neighborhood groups. At the time, a significant piece of community feedback was that a \$3 charge could accumulate quickly and would be a hardship for those with limited income. In response, staff included a cap and a discount program as part of the pricing model. She also said public feedback reported a concern about the 18th Street boundary dividing neighborhoods.

Commissioner Brown asked if another equity study would be conducted, if the plan were to move forward, and requested that the agency involve the Human Rights Commission in the study.

Director Chang replied in the affirmative and concurred with the suggestion.

Chair Peskin asked Transportation Authority staff to share details of the infrastructure construction costs and the pros and cons of implementing congestion pricing.

Mr. Hobson commented that various cities had used different types of infrastructure, such as transponder systems or license plate recognition. He noted that the latter was a more popular choice of late and could be installed on existing infrastructure. He also mentioned the possibility of using cell phone-based technology, but stated that is not yet a proven method.

Director Chang relayed some additional experience from London. Initially, London's operating costs were 50% of revenue, but over time that fell to only 30% of the revenue. London also experienced a reduction in the number of vehicle trips in early years. Since then, the number of trips has grown again due to user behavior (people getting used to the pricing scheme and exhibiting a strong tendency to drive). She also said that London had made sure to lock in some of the benefits of reduced congestion by making early infrastructure changes, such as dedicating portions of right-of-way space for walking, biking, and transit.

Commissioner Cohen commented about the concerns of the public over this topic and asked about both the timeline for the study and what information she could report back to her constituents on the topic.

Mr. Hobson said there was no active study and no timeline as of yet. He further explained that when the MAPS study concluded in late 2010, it had projected a five-year timeline to implementation.

Commissioner Cohen commented that she had read an article in which Commissioner Kim expressed support for congestion pricing but not targeting a specific neighborhood and asked Commissioner Kim if she could elaborate.

Commissioner Kim explained that there were discussions about the mobility management plan for Treasure Island and said that her biggest criticism of the plan was that it singled out one particular neighborhood (Treasure Island) to pay a fee for ferry, bus service and other improvements to and from the island, rather than all the neighborhoods in the city paying. Commissioner Kim further commented that she did support the suggested cordon pricing for the entire downtown area, so that anyone who drives through would be equally impacted. She further discussed the issue of equity in the pricing scheme and said that pricing impact on lower-income consumers should be studied, as well as considering equity and health of the lower income residents who are forced to deal with bad air quality (from car traffic congestion) on a daily basis.

Commissioner Cohen said the air quality also affected her district citing the effects of particulate matter from cars driving on the freeways that bisect District 10. She commented that this topic should be addressed on a regional level. She also said that congestion is a regional issue and asked how the entities south of San Francisco were addressing the matter.

Mr. Hobson commented that the Transportation Authority had not spoken recently with San Mateo County transportation officials about downtown pricing specifically. However, he noted the 2013 and 2017 San Francisco countywide transportation plans had both included downtown congestion pricing, and the region had included it in the relevant regional transportation plans as one of the high performing projects. He commented that congestion pricing played a key role in the regional plans because it would cause a reduction in car use and in greenhouse gases, helping the region meet its environmental goals.

Commissioner Cohen asked if the Bay Area discussion included San Jose.

Mr. Hobson confirmed that it was part of the nine-county plan.

Commissioner Mandelman thanked the staff for the presentation and commented that his

constituents were frustrated about traffic congestion in their neighborhoods and that the notion of a potential plan taking at least five years was not encouraging. He urged the Transportation Authority to quickly set up conversations on this topic with the Board. Commissioner Mandelman also commented that his district was also frustrated about (light rail) train service into downtown and asked that improving this train service be a part of the discussion in parallel to congestion pricing.

Chair Peskin reflected on board members' comments noting that their seemed to be support for staff to update the MAPS study.

During public comment, Bob Feinbaum, President of Save Muni, suggested that the Board watch a video on the group's website showcasing the Stockholm experience with congestion pricing. Mr. Feinbaum supported Commissioner Cohen's comment on developing the plan on a regional level and for a study to be developed on the topic.

Roland Lebrun commented that in London they only had congestion pricing on the weekdays, between certain hours, at a flat rate and if a driver was found anywhere on street in the zone, they were charged the fee. He also commented that buses help with air quality and that Uber in London was expected to be fully electric by 2025.

Jim Patrick, owner of Patrick & Company, expressed that he was not in favor of congestion pricing and that collection of fees was a big problem in the city. He further stated that if congestion pricing was implemented, it would push the problem further out into surrounding areas because no one would want to pay the fee.

Ian Lewis, member of Hotel & Restaurants Workers Local 2 union, expressed that his colleagues working in the cordon zone were open to the idea of congestion pricing, but also asked that consideration of the service industry's late night and early morning work schedule be considered in the study due to limited transit during those hours.

Tracy McTag said she supported the city's protected bike lanes installation and asked the Board how the congestion pricing would impact roads, including expressing concern that it would result in people parking outside the cordon zone and walking into it.

Mr. Wright commented that congestion pricing affects workers in the cordon zone, but high-tech companies are not held responsible for paying taxes. He also had further statements regarding the city's finances.

After public comment, Commissioner Safai asked for clarity on what the Board was authorizing and if staff was going to come back with studies to present.

Chair Peskin clarified that this was an information item and said the intent of the discussion was to get an update on the study. He also asked staff to respond.

Director Chang stated that staff would come back to the Board with an action plan to update the study, including a proposed scope, schedule, and budget.

Commissioner Kim asked about the timeframe for the presentation.

Director Chang said the staff would get the study to the Board as soon as possible.

Commissioner Kim commented that it was important to set the right size scope for the study and not to over study the topic. She further expressed that the current environmental state of the city was unacceptable and to look at the issue as more a way to protect the air quality and health of the city's residents, as well as a way to reach the city's carbon neutral goal.

Chair Peskin called Item 10 and 11 together.

10. **Update on Fissures Found on Steel Girders at the Transbay Transit Center – INFORMATION**
11. **[Final Approval on First Appearance] Authorize the Executive Director to Suspend All Further Financial Assistance to the Transbay Joint Powers Authority (TJPA) Provided through the Proposition K (Prop K) Standard Grant Agreement with the TJPA for Downtown Extension - 30% Design Part 1 (Project NO. 105-914033) Under Section 2, Article VII A. – ACTION**

Chair Peskin stated that the current situation at the Salesforce Transit Center had forced a further delay in being able to provide the public with a fully functioning intermodal transit hub in downtown, including lack of train service into the terminal. Chair Peskin also commented that the next phase of the project, the Caltrain Downtown Extension, should be approached more prudently. In light of the building closure's impact on operating income, Chair Peskin asked what actions could be taken to utilize and/or generate revenue in the available space, including in the train box and mezzanine levels until such time as they are needed for construction activities related to the rail extension.

Mark Zabaneh, Executive Director at the Transbay Joint Powers Authority (TJPA) and Dennis Turchon, Senior Construction Manager at the TJPA, presented an update on the fissures found in the transit center.

Chair Peskin asked when the transit center would be in use again.

Mr. Turchon answered that the testing results would be received in mid-November, by which time the TJPA would be able to report back to the Board with the projected timing for re-opening of the center.

Chair Peskin further asked if the welding access holes were made on-site or pre-fabricated.

Mr. Turchon answered that the holes were pre-fabricated offsite.

Chair Peskin asked if those holes were part of the original design.

Mr. Turchon answered that the access holes were not in the original drawings, they were added in the shop drawings.

Chair Peskin asked if the welding access holes were the cause of the cracked beams.

Mr. Turchon answered that they would have to wait for the results from the testing in order to determine the answer.

Chair Peskin asked if a structural failure (collapse of building) would have occurred above Fremont Street, had the damage not been detected.

Director Zabaneh answered that it would be hard to determine, and that quality control was done at every level of the building. He reiterated that they needed to wait for the test results to come back in order to determine the specific cause of the damage and party responsible.

Chair Peskin questioned Mr. Zabaneh on the specifics of square footage of the different parts of the building and how they were currently being used, including the train box.

Director Zabaneh answered accordingly.

Chair Peskin questioned Mr. Zabaneh on the operating costs and revenue being collected for the

building, pointing out the building was running at a \$15 million per year operating deficit.

Director Zabaneh answered that he could not give specific numbers on the deficit, but would be happy to follow up with information after the meeting.

Chair Peskin further questioned Mr. Zabaneh on the \$260 million loan made by the City and County of San Francisco to TJPA for the transit center and how the repayment on the loan was going.

Director Zabaneh answered that the repayment plan was based on the sale of the bonds by the city for the Community Service District, which was in process. He said that sale would enable the TJPA to pay back the city on the loan.

Commissioner Cohen pointed out that no one from the TJPA had reached out to the Chair of the Budget Committee on these issues.

During public comment, Roland Lebrun addressed the Board and commented that the top priority was to restore public confidence of the structural integrity of the transit center before resuming bus operations. He suggested acoustic monitoring as a way of determining potential cracking in steel beam structures and requested that the Metropolitan Transportation Commission direct the implementation of the testing. Mr. Lebrun also supported the item to pause Phase 2 activities but suggested that the focus be more on the rail connection to the East Bay.

David Fong stated that downtown rail extension was a critical component in the city's and region's transit infrastructure and that approval of the suspension would only further delay construction at the transit center. Mr. Fong urged the Board to reconsider the resolution.

Jim Patrick, owner of Patrick & Company, stated delaying funding to the transit center would only risk the project never reaching completion in the long-run. Mr. Patrick urged the Board to vote no on the proposed resolution to suspend work on the rail extension.

Ron Miguel addressed the Board and thanked them for supporting the Pennsylvania alignment from the RAB Study. He urged the Board to not delay the transit center project any longer than necessary.

Mr. Wright commented on the financial situation of the project and stated that TJPA should take responsibility for their actions.

Bruce Agid, Chair of the TJPA Citizens Advisory Committee, addressed the Board and thanked them for moving forward with the resolution, expressing that it was an example of good governance. He commented on how the area would not be able to safely and efficiently handle the growing population much longer. Mr. Agid asked the Board to parallel the resolution with continuing the 30% design, so that the downtown rail extension could be built in time to support the projected growth.

Peter Straus, board member of the San Francisco Transit Riders association, said he supported the Board's need to exercise due diligence over the project but asked that the work on DTX still continue, and for alternatives to be considered like having San Francisco Public Works Director Mohammed Nuru and his staff audit the 30% design work rather than shutting down the project entirely.

Jim Hass, former member of the RAB working group, commented on the history of TJPA's former director's secrecy over the project. Mr. Haas asked the Board to allow work to continue on the transit center project and suggested a delay no longer than 90 days to decide on management

structure of the transit center.

Bob Feinbaum, President of Save Muni, expressed the organization's support of the downtown rail extension and the RAB Study, which could not come to fruition if funding to the transit center project was halted. Mr. Feinbaum asserted that the funding and governance of the project were completely separate issues, and that the 30% design engineering drawings for DTX should still move forward, in parallel to the governance issue.

After public comment, Chair Peskin asked Mr. Zabaneh about the estimated cost of Phase 2 for the downtown extension, including grade separations.

Director Zabaneh answered that the cost would be \$4 billion, not including the 16th Street grade separation which would be addressed through the Pennsylvania alignment. Mr. Zabaneh said he was working with staff to develop an updated cost, including for the grade separation.

Chair Peskin said that based on the RAB Study, the estimated for the downtown extension including the grade separations (at 16th Street and Mission Bay Drive) was north of \$6 billion and he asked Mr. Zabaneh to confirm if this was accurate.

Director Zabaneh answered that this was the current planning-level estimate, but more assessment was needed to determine the actual cost, factoring in various funding sources and revenue to be generated.

Chair Peskin commented that he was asking these questions to make it known that the project was not fully funded and echoed some concerns of public commenters about getting it right from the beginning of Phase 2 and noting the lack of transparency of the TJPA towards the City and County of San Francisco. He stated that money was the only tool that the city's governance structure had to force a change and expressed concerns that providing continued funding would allow TJPA to continue down their same path. Chair Peskin stated the importance of having the City Controller evaluate the TJPA's management and delivery of Phase 1 and for staff to develop a new governance and oversight model for Phase 2 of the project. He further expressed his hope of having these due diligence procedures completed within a few months' time.

Director Zabaneh clarified that there had been a change in leadership at the TJPA over the past two years, and he noted that the TJPA works with stakeholders like the Transportation Authority, MTC, and Caltrain, and has much improved transparency with stakeholders. He welcomed the city's plan for evaluation by the City Controller's Office, evaluation of governance and management structure, and any improvement that could be made to the TJPA. Mr. Zabaneh asserted that the city's due diligence activities could be done in parallel to the 30% design so that more delays would not be incurred, and also to enable the project to capture any future funding opportunities.

Commissioner Tang acknowledged that Mr. Zabaneh's comments were being heard, but that the Board and the public had lost confidence in the TJPA. She said she supported approval of the proposed resolution.

Commissioner Tang moved to approve Item 11, seconded by Commissioner Brown.

Item 11 was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

Other Items**12. Introduction of New Items – INFORMATION**

There were no new items introduced.

13. Public Comment

During public comment, Mr. Wright said funding used for Treasure Island's bicycle path should instead be used for soil material testing of Hunter's Point Naval Shipyard.

Bob Feinbaum from Save Muni commented on the vote on Item 11.

14. Adjournment

The meeting was adjourned at 12:30 p.m.



This Page Intentionally Left Blank

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

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

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

WHEREAS, At its November 13, 2018 meeting, the Board will review and consider all applicants' qualifications and experience and will consider appointing one member to serve on the CAC for a period of two years, with final approval to be considered at the November 27, 2018 Board meeting; now therefore, be it

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

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



Memorandum

Date: November 5, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 11/13/18 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The opening is the result of the resignation of Hala Hijazi (District 2 resident), who is not seeking reappointment. There are currently 38 applicants for the one existing open seat.</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
--	--

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.”

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

Agenda Item 4

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 11.5.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19
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
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	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	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 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 October 31, 2018.

Attachment 2 (Updated 11.5.18)

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 Raynee Chiang*	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy
5 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
6 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
7 Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
8 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
10 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
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 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
18 Stephen Kubick*	M	C	10	Potrero Hill	Business, Neighborhood, Public Policy
19 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
20 Jerry Levine*	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy
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.



This Page Intentionally Left Blank

RESOLUTION ALLOCATING \$8,731,019 IN PROP K SALES TAX FUNDS FOR ELEVEN REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received twelve requests totaling \$8,931,019 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Vehicles - Caltrain, Facilities - Caltrain, Guideways - Caltrain, Vehicles - Muni, New Signals & Signs and Transportation Demand Management (TDM)/ Parking Management; 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, Eleven of the twelve requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for New Traffic Signals Contract 65 requires amendment of the 2014 5YPP and adoption of the 2019 Strategic Plan to advance funds to support the design phase, which are the subject of separate agenda items scheduled to be considered at the November 2018 Transportation Authority Board meetings;; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,713,019 in Prop K sales tax funds for eleven requests, with conditions, and



appropriating \$200,000 in Prop K Funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$8,713,019 in Prop K sales tax funds for eleven requests, with conditions, and appropriates \$200,000 in Prop K funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

be it further

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

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

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

Attachments:

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

Enclosure:

Prop K/Prop AA Allocation Request Forms

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000		\$ 17,100,000	78%	92%	Construction	10
Prop K	17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115		\$ 9,554,723	84%	60%	Construction	6, 10
Prop K	20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485		\$ 2,000,000	90%	89%	Construction	6, 10
Prop K	20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000		\$ 350,000	90%	43%	Construction	6
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000		\$ 5,500,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400		\$ 532,000	78%	80%	Design, Construction	6, 10
Prop K	22P	PCJPB	Signal System State of Good Repair	\$ 60,000		\$ 300,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000		\$ 3,000,000	78%	80%	Design	N/A
Prop K	22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000		\$ 4,000,000	78%	97%	Construction	10
Prop K	17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019		\$ 3,532,165	84%	74%	Design, Construction	Citywide
Prop K	31	SFMTA	New Traffic Signals Contract 65	\$ 300,000		\$ 625,000	26%	52%	Design	5, 8, 10, 11
Prop K	43	SECTA	TSP Evaluation Tool	\$ 200,000		\$ 240,000	54%	17%	Planning	Citywide
			TOTAL	\$ 8,931,019	\$ -	\$ 46,733,888	66%	81%		

Footnotes

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

² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$1,300,000	This project will rehabilitate the track structure and drainage system in Tunnels 1 and 4 in Brisbane and San Francisco, mitigating the need for a potential speed restriction through this area. Caltrain has suspended weekend service between the Bayshore and 4th and King Stations. Caltrain is providing bus bridge service during this time to mitigate the impacts to service. The tunnel rehabilitation work will be open for use by Fall 2019.
17P	PCJPB	Revenue Vehicle Rehabilitation	\$3,807,115	Requested funds will be used to maintain Caltrain's fleet of passenger cars (Bombardiers and Gallery Cars) and Caltrain's fleet of F-40 locomotives. The current fleets need to be maintained and operated until all electrical service is available.
20P	PCJPB	Ticket Vending Machine Rehab Program	\$218,485	Requested funds will be used to upgrade up to 46 existing ticket vending machines (TVMs) at stations along the Caltrain corridor, which may include the 4th and King Street Station in San Francisco. TVMs will be upgraded to include Clipper functionality and replace obsolete componentets to maintain machines in a state of good repair.
20P	PCJPB	SF Station Enhancements and Renovations	\$200,000	The funds requested will be used to rehabilitate and reconfigure the restroom and waiting area in the San Francisco 4th and King Caltrain Station, including installing vandal resistant bathroom features and repurposing the waiting room area as an office and meeting space for Caltrain staff. Project will be open for use by Spring 2020.
22P	PCJPB	Systemwide Track Rehabilitation	\$1,100,000	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components.
22P	PCJPB	Railroad Communications State of Good Repair	\$106,400	Funds will be used for Caltrain's annual program to keep its communication systems in a state of good repair. Scope includes testing, inspection, and necessary upgrade/repair of various elements to ensure the communication system is performing optimally.
22P	PCJPB	Signal System State of Good Repair	\$60,000	Funds will be used to keep Caltrain's signal system in a state of good repair. Scope includes a survey to collect age and condition ratings of Siemens solid state signal controller units in service on the railroad. Based on the age and importance of the unit to Caltrain operations, up to 15 units will be replaced.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$600,000	Funds will be used for the design phase of project to replace the Guadalupe River Bridge, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$108,000	This project will retrofit or replace bridge structural elements to extend the useful life of the Marin Street and Napoleon Avenue bridges. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs. Construction is expected to start in Spring 2019 and be completed by Spring 2020 for both bridge rehabilitations.
17M	SFMTA	Replace 35 Paratransit Vans	\$931,019	Replace thirty-five 22-foot paratransit vans that have reached the end of their useful lives. Each replacement van will provide seating for up to 14 passengers and 4 wheelchair positions. This project will improve service reliability and reduce maintenance costs. The new vehicles will all be in service by Spring 2020.
31	SFMTA	New Traffic Signals Contract 65	\$300,000	Design of new traffic signals at nine intersections and a rectangular rapid flashing beacon at one intersection to improve traffic, pedestrian and bicycle safety and traffic operations. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring and poles), pedestrian countdown signals, accessible (audible) pedestrian signals and curb ramps. Prop K funds are requested for the design of new signals at the following locations: Oakdale/Loomis, Lincoln/Kezar, Alemany/Rousseau, Alemany/Lawrence, and Market/Hattie. Five other locations will be included in the scope if non-Prop K funding is secured.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	TSP Evaluation Tool	\$200,000	The City's Transportation Sustainability Program (TSP) requires new developments to employ Transportation Demand Management (TDM) strategies such as providing on-site amenities like bike parking and subsidizing transit passes, to reduce vehicle miles traveled generated by new development. The TSP Evaluation Tool will quantify the effectiveness of TDM strategies to inform future refinements of the TSP. Prop K funds will be used identify how the tool should be designed, to demonstrate the viability of on-going data collection methods and to analyze data to evaluate the effectiveness of an initial set of key TSP / TDM strategies. This work will be completed by late 2019. Anticipated future phases of work will create a public, web-based version of the tool and incorporate new data as it becomes available.
TOTAL			\$8,931,019	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

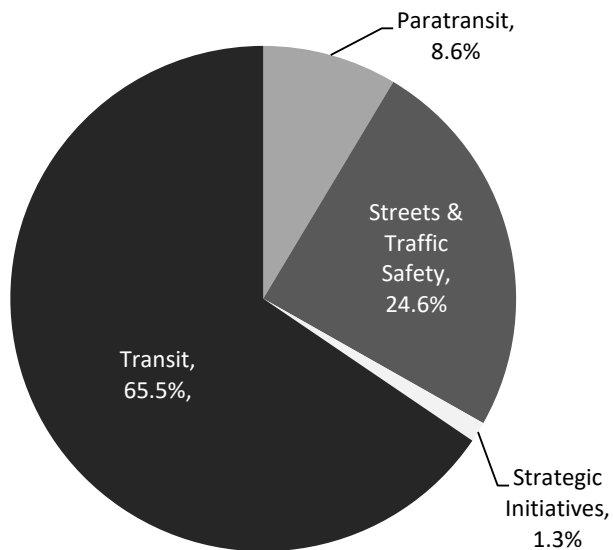
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000	
17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115	
20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485	
20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000	
22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400	Multi-phase Allocation is recommended given that the project will have concurrent design and construction phases (i.e. the study and design of voice radio communications improvements will identify “quick fixes” that can be installed immediately).
22P	PCJPB	Signal System State of Good Repair	\$ 60,000	
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000	
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000	
17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019	Multi-phase Allocation is recommended given the straightforward nature and brief duration (i.e. up to three months) of the design phase to develop specifications for the new vehicles.
31	SFMTA	New Traffic Signals Contract 65	\$ 300,000	Special Condition: The recommended allocation is contingent upon Board approval of a comprehensive 2014 5YPP amendment to the New Signals and Signs category concurrent with 2019 5YPP adoption (anticipated October 23, 2018) and approval of the 2019 Strategic Plan (anticipated November 27, 2018). Requested funds advanced to FY 2018/19 to support the design phase and prepare the project for construction in FY 2019/20, as proposed in the 2019 5YPP update.
43	SFCTA	TSP Evaluation Tool	\$ 200,000	
TOTAL			\$8,931,019	

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

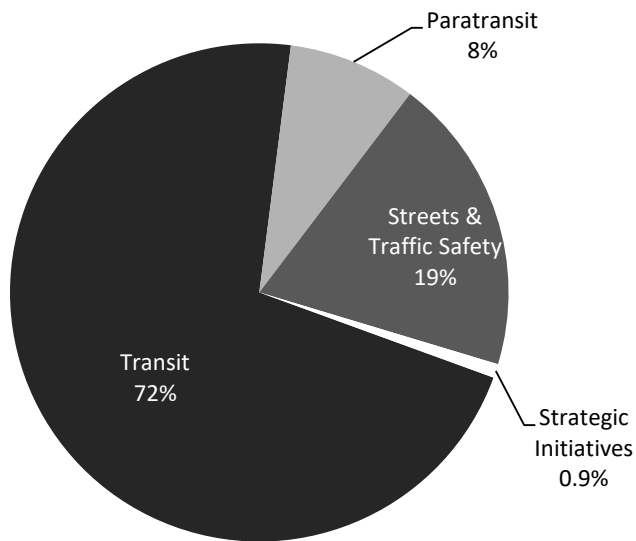
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 43,619,692	\$ 35,662,589	\$ 6,709,344	\$ 1,072,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 8,931,019	\$ 3,953,382	\$ 4,868,395	\$ 109,243	\$ -	\$ -	\$ -
New Total Allocations	\$ 52,550,711	\$ 39,615,971	\$ 11,577,739	\$ 1,181,268	\$ 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: October 24, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/2018 Board Meeting: Allocation of \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$7,500,000 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB) for nine requests: <ol style="list-style-type: none"> 1. Tunnels 1 & 4 Track and Drainage Rehabilitation (\$1,300,000) 2. Revenue Vehicle Rehabilitation (\$3,807,115) 3. Ticket Vending Machine Rehab Program (\$218,485) 4. SF Station Enhancements and Renovations (\$200,000) 5. Systemwide Track Rehabilitation (\$1,100,000) 6. Railroad Communications State of Good Repair (\$106,400) 7. Signal System State of Good Repair (\$60,000) 8. Guadalupe River Bridge Replacement and Extension (\$600,000) 9. Marin Street and Napoleon Avenue Bridges Rehabilitation (\$108,000) ● Allocate \$1,231,019 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests: <ol style="list-style-type: none"> 10. Replace 35 Paratransit Vans (\$931,019) 11. New Traffic Signals Contract 65 (\$300,000) ● Appropriate \$200,000 in Prop K funds for one request: <ol style="list-style-type: none"> 12. TSP Evaluation Tool (\$200,000) <p>SUMMARY</p> <p>We are presenting twelve requests totaling \$8,931,019 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/>
--	--

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

Agenda Item 5

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 \$8,731,019 and appropriate \$200,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

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

CAC POSITION

The CAC adopted a motion of support for this item, with one CAC member abstaining to avoid a conflict of interest, at its October 24, 2018 meeting.

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 (12)



This Page Intentionally Left Blank

RESOLUTION ADOPTING 18 2019 PROP K 5-YEAR PRIORITIZATION PROGRAMS (5YPPS), AMENDING 16 2014 PROP K 5YPPS, APPROVING A FUND EXCHANGE AND AMENDING THE 2017 PROP AA STRATEGIC PLAN TO PROVIDE \$2,064,919 TO THE BUS STOP ENHANCEMENT PROJECT, AND APPROVING TWO PROP K FUND EXCHANGES TO HELP BACKFILL THE REGIONAL IMPROVEMENT PROGRAM SHORTFALL FOR THE CENTRAL SUBWAY

WHEREAS, The voter-approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial planning tool for the 30-year Expenditure Plan, and for each of the Prop K programmatic categories it requires Transportation Authority Board approval of a 5-Year Prioritization Program or 5YPP as a prerequisite for allocation of funds; and

WHEREAS, The purpose of the 5YPPs is to establish a clear set of criteria for prioritizing projects within each Prop K category, improve inter-agency coordination at the earlier stages of the planning process, and allow public input early and throughout the project development process; and

WHEREAS, Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list with information on scope, schedule, cost and funding (including leveraging of non-Prop K funds); a project delivery snapshot showing completed and underway projects from the prior 5YPP periods; and performance measures; and

WHEREAS, 5YPPs are updated every five years in coordination with Strategic Plan updates;



and

WHEREAS, The 2019 5YPPs, covering Fiscal Years 2019/20 through 2023/24 will be the third update of the 5YPPs since they were first adopted in 2005; and

WHEREAS, Through approval of Resolution 18-52, the Transportation Authority identified a lead agency to guide the development of each 5YPP in coordination with Transportation Authority staff and all other eligible Prop K sponsors; and

WHEREAS, The 5YPPs were developed through an iterative process working with all the eligible Prop K project sponsors and drawing upon planning efforts such as the San Francisco Transportation Plan and the San Francisco Municipal Transportation Agency's Capital Improvement Program, city and regional initiatives (e.g. Vision Zero) and input from the Transportation Authority Board and Citizens Advisory Committee, and public outreach; and

WHEREAS, The Transportation Authority adopted ten 2019 Prop K 5YPPs on October 23, 2018 by Resolution 19-15; and

WHEREAS, With the support of eligible project sponsors, Transportation Authority staff is recommending approval of the remaining 2019 Prop K 5YPPs listed in Attachment 1 and provided as enclosures to this resolution; and

WHEREAS, As part of the 2019 5YPP development process, Transportation Authority staff worked closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period, which has resulted in the need for amendments to many of the 2014 5YPPs to push out funding for projects that have been delayed, advance funds for projects that plan to proceed sooner than anticipated, and/or to reprogram unallocated funds to new projects in Fiscal Year 2018/19; and

WHEREAS, Staff is recommending amendment of 16 2014 5YPPs concurrent with the

approval of the corresponding 2019 5YPP as shown in Attachment 1 and detailed in the enclosed 2019 5YPPs; and

WHEREAS, The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project, however, the project is not eligible for that category; and

WHEREAS, To enable the project to advance, staff is recommending amendment of the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project and keeping Geary BRT whole by providing it with an equivalent amount of additional Prop K funds as shown in Enclosure 1; and

WHEREAS, SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not; and

WHEREAS, To support the potential accelerated procurement of the light rail vehicles, staff is recommending programming an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and advancing cash flow in the Vehicles-Muni and Vehicles-Discretionary categories as part of approval of the corresponding 5YPPs, subject to the conditions shown in Attachment 2; and

WHEREAS, The Transportation Authority has a long-standing commitment of Regional Improvement Program (RIP) funds to the Central Subway project, however, sufficient RIP funds are not anticipated to be available in time to meet the project's cash flow needs; and

WHEREAS, Staff from the Transportation Authority, MTC and SFMTA have developed a funding plan to backfill \$61.75 million in remaining RIP funds, including a \$21 million contribution from the Transportation Authority, as shown in Attachment 3; and



WHEREAS, Staff is recommending two Prop K fund exchanges to cover the Transportation Authority's contribution toward the RIP shortfall, as shown in Attachment 4; and

WHEREAS, At its October 24, 2018, meeting, the Citizens Advisory Committee reviewed and adopted a motion of support for the staff recommendation to adopt the 18 2019 Prop K 5YPPs and amend 16 2014 5YPPs as shown in Attachment 1, to approve a fund exchange and amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project, as shown in Enclosure 1, and approve two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2019 Prop K 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the six 2014 Prop K 5YPPs listed in Attachment 1 as detailed in the relevant 2019 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project, as shown in Enclosure 1; and be it further

RESOLVED, That the Transportation Authority hereby approves the two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4, reducing the Transportation Authority's remaining RIP commitment to the Central Subway from \$61.75 million to \$40.75 million.

Attachments:

1. List of 2019 5YPPs Recommended for Adoption and 2014 5YPPs Recommended for Amendment
2. SFMTA LRV Procurement
3. Central Subway RTIP Backfill Funding Plan
4. Remaining Regional Improvement Program (RIP) Commitments

Enclosures:

1. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
2. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
3. Draft 2019 Prop K Transit Enhancements 5YPP
4. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
5. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
6. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
7. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
8. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
9. Draft 2019 Prop K Guideways - Muni 5YPP
10. Draft 2019 Prop K Guideways - PCJPB 5YPP
11. Draft 2019 Prop K Guideways - Discretionary 5YPP
12. Draft 2019 Prop K New and Upgraded Streets 5YPP
13. Draft 2019 Prop K Traffic Calming 5YPP
14. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
15. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
16. Draft 2019 Prop K Curb Ramps 5YPP
17. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
18. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



Group 1 - Approved on first read at the October 16, 2018 Board meeting

EP No.¹	Category	5YPP Lead Agency²
8	BART Station Access, Safety and Capacity	BART
9*	Ferry	PORT
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART
22B	Guideways - BART	BART
31*	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33*	Signals and Signs	SFMTA
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37*	Pedestrian and Bicycle Facility Maintenance	SFPW
42	Tree Planting and Maintenance	SFPW

Group 2 - To Be Considered at the November 2018 Board meetings

EP No.¹	Category	5YPP Lead Agency²
1*	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7*	Caltrain Capital Improvement Program	PCJPB
10-16*	Transit Enhancements	SFMTA
17M*/17U	New and Renovated Vehicles - Muni and Discretionary	SFMTA
17P*	New and Renovated Vehicles - PCJPB	PCJPB
20M*	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P*	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M*	Guideways - Muni	SFMTA
22P*	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30*	New and Upgraded Streets	SFCTA
38*	Traffic Calming	SFMTA
39*	Bicycle Circulation/Safety	SFMTA
40*	Pedestrian Circulation/Safety	SFMTA
41*	Curb Ramps	SFPW
43*	Transportation Demand Management/Parking Management	SFCTA
44*	Transportation/Land Use Coordination	SFCTA

*Categories marked with an asterisk require a concurrent amendment to the 2014 5YPP with the adoption of the 2019 5YPP.

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



¹ EP No. stands for Expenditure Plan category number.

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

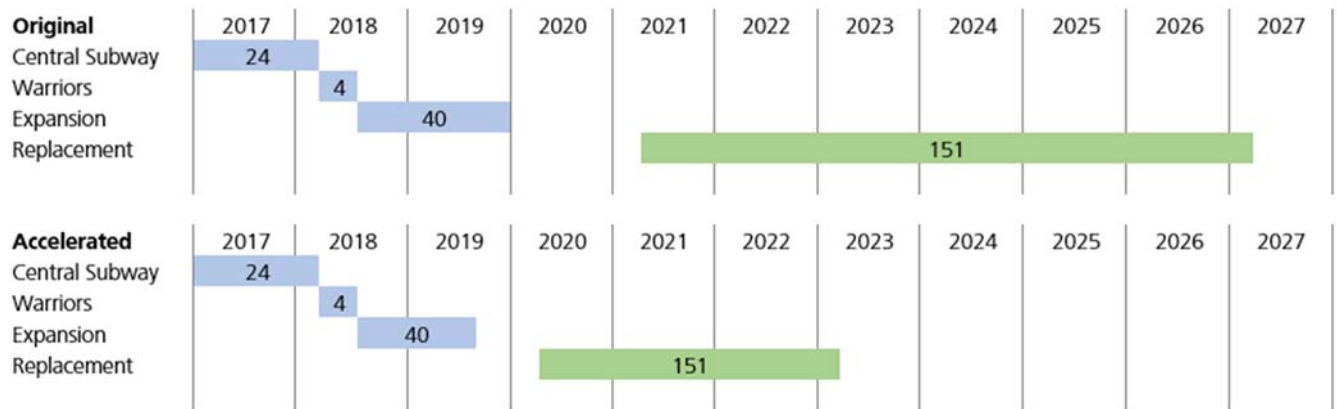
Attachment 2. SFMTA LRV Procurement

Siemens Mobility (contracted awarded July 2014)

	Replacement LRVs	Expansion LRVs	Notes
Base Contract	151	24	Expansion vehicles for Central Subway
Option 40		40	Option exercised
Option 45		45	Option not exercised, funding not identified
Warriors		4	Funded by the Warriors to serve Mission Bay
Totals:	151	213	168 total expansion LRVs planned to date

*Bold indicates exercised options or purchased.

Figure 1: Original vs. Accelerated Replacement Schedule



Proposed Conditions for Allocation of Prop K Funds for the 151 Replacement LRVs

- (1) SFMTA may not give notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to \$62.7 million);
- (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs;
- (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

Attachment 3. Central Subway RTIP Backfill Funding Plan

Central Subway Regional Transportation Improvement Program (RTIP) Shortfall Proposed Funding Plan¹

RTIP Shortfall ²	Rounded (\$ Millions)	SFCTA Share Not Rounded
	\$62	\$ 61,750,000
MTC		
Anticipated FY19 Bonus FTA Transit Formula Funds (fixed guideway) ³	3-8	
FY 19 FTA Transit Formula Funds (5337) (debt service surplus funds)(fixed guideway) ³	13	
Bridge Tolls AB664/BATA Project Savings	0-5	
MTC Total	21	
SFMTA		
PTMISEA interest (previously committed to Central Subway)	1	
Revenue Based/Developer Fees	11	
Senate Bill 1 - State of Good Repair Funds, Low Carbon Transit Operations Program, and/or State infrastructure bond interest.	8	
SFMTA Total	20	
SFCTA		
Prop K/OBAG2 Fund Exchange (Better Market Street) - PROPOSED ⁴	16	\$ 15,980,000
Prop K/Prop B General Fund (L Taraval Transit Enhancements) Fund Exchange - PROPOSED ⁴	4	\$ 4,055,032
Prop K Central Subway Category (programmed)	1	\$ 964,968
SFCTA Total	21	\$ 21,000,000
Revised SFCTA Remaining RTIP Commitment to Central Subway:		\$ 40,750,000

¹Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA) staff worked collaboratively to develop this proposed funding plan. Several of the proposed sources will require Board/Commission approval or other actions before funds would be committed to the project.

²Following adoption of the 2018 STIP, the SFCTA's remaining RIP commitment to Central Subway was \$61,750,000. With the passage of Senate Bill 1, we are receiving about \$13 million in RIP funds every two years.

³The proposed federal transit funds can be made available to the Central Subway via a fund exchange with an eligible SFMTA fixed guideway project or project(s) to be identified, subject to MTC Commission approval. Ranges account for uncertainty in fund availability by source.

⁴The two proposed Prop K fund exchanges to help backfill the Central Subway RIP commitment are part of the recommended actions at the November 2018 SFCTA Board meetings.

Attachment 4. Remaining Regional Improvement Program (RIP) Commitments

San Francisco County Transportation Authority
 Draft Remaining Regional Improvement Program (RIP) Commitments¹
 Updated October 10, 2018

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP or Other Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$61,750,000	\$21,000,000	\$40,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$113,597,000	\$21,000,000	\$92,597,000

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway. Staff is proposing two fund exchanges, that along with \$964,968 in de-obligations from prior fund exchanges in the Prop K Central Subway category, will direct a total of \$21,000,000 toward the remaining Central Subway RTTP Commitment.

• The first exchange is a dollar-for-dollar exchange of \$15.98 million in federal One Bay Area Grant 2 (STP/CMAQ) funds from the Better Market Street project with Prop K funds from the Guideways-discretionary category. This fund exchange requires concurrence by the MTC.

• The second fund exchange is a dollar-for-dollar exchange of \$4,055,032 in FY 2019/20 SFMTA Prop B Population Set Aside funds programmed to the L Taraval Transit Improvements project with an equivalent amount of funds from the Prop K Guideways-discretionary category.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

Memorandum

Date: October 19, 2018
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/2018 Board Meeting: Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway

RECOMMENDATION Information Action

- Adopt 18 2019 Prop K 5YPPs (See Attachment 1)
- Amend 16 2014 5YPPs (See Attachment 1)
- Amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project through a cost neutral fund exchange with Geary Bus Rapid Transit Prop K funds
- Approve two Prop K fund exchanges to help backfill the Regional Improvement Program (RIP) shortfall for the Central Subway **SUMMARY**

We have worked with project sponsors to refine project proposals and programming recommendations for the 2019 5YPP Update. On October 16, the Board approved the first ten 5YPPs on their first read. This month, we are presenting the remaining 5YPPs for adoption. Sixteen require concurrent 2014 5YPP amendments to better reflect the planned allocations for the remainder of this fiscal year. This group of 5YPPs includes three fund exchanges to address eligibility issues so we can support the subject projects. Two of the fund exchanges use Prop K to reduce our long standing RIP commitment to the Central Subway project and meet the project's cash flow needs. We are also recommending, with conditions, an increase of \$34 million in Prop K programming as well as significant advancement of funds to help fill a funding gap and support potential acceleration of the replacement of 151 light rail vehicles (LRVs) for the San Francisco Municipal Transportation Agency (SFMTA). Additional details are provided below in this memo and Attachment 4 lists the conditions. Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the Prop K programmatic categories. Attachment 2 provides a summary list of all the projects included in the 5YPPs in Group 2. At the meeting we will present highlights of each 5YPP and sponsors will be available to answer questions.

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

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 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 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 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 that category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories.

Adoption of the 2019 5YPPs – Group 2.

We are recommending approval of 18 5YPPs listed in Attachment 1 and included in the enclosure. 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 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.

What's in Each 5YPP.

In compliance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects within a category, a 5-year program or list of projects, Project Information Forms, and performance measures. The 5YPPs also include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds.

The sections that we anticipate being of most interest to the CAC include:

- **Table 2 - Project Delivery Snapshot.** This table shows completed projects and the percent complete for active projects.
- **Table 3 - Prioritization Criteria and Scoring Table.** This table includes scores for proposed projects using both program-wide and category specific criteria. These are largely the same as the criteria used in the 2014 5YPPs.
- **Table 4 - 5-Year Project List.** This table shows the amount of Prop K funds requested for each project by fiscal year. It also shows the amount of funds available by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from future years.
- **Project Information Forms.** These documents contain scope, schedule, budget and funding plan information to help justify programming of Prop K funds to the projects.

Amendments to 2014 5YPPs.

As part of the 2019 5YPP update process, we have been working with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories. We have identified any programmed, but unallocated funds and worked with sponsors to confirm which projects should remain programmed in Fiscal Year 2018/19 and what funds should be reprogrammed in the 2019 5YPP period. Through this process, we identified four potential scenarios requiring an amendment to the 2014 5YPP for a given category:

1. Projects are not advancing and the sponsor is requesting to reprogram funds to new projects in the 2019 5YPP period.
2. Projects are delayed and the sponsor is requesting to delay programming for the same projects into the 2019 5YPP period.
3. Projects are not advancing and sponsor is requesting to reprogram funds to new projects for allocation during Fiscal Year 2018/19.
4. Sponsor is requesting to advance funds into Fiscal Year 2018/19.

Each 2019 5YPP document contains the proposed 2014 5YPP amendment, if needed.

Neighborhood Transportation Improvement Program (NTIP) Cycle 2.

We are recommending \$7.7 million in Prop K funds for NTIP Cycle 2 grants. This provides the same level of funding as in the 2014 5YPP period: \$100,000 for planning projects and \$600,000 as local match for capital projects in each district, for a total of \$700,000 per district. Given that some districts have not used the full amount of funds available in the 2014 5YPP period, we are recommending that each district be allowed to carry forward a maximum of \$300,000 in unallocated NTIP funds into the 2019 5YPP period. This would allow a district to have a maximum NTIP amount of \$1,000,000. Our recommendation also includes \$650,000 over the next five years to enable SFMTA and SFCTA staff to continue working with the Board to support the NTIP. Please

see Attachment 3 for details on our NTIP Cycle 2 recommendations, as well as a summary of NTIP allocations to date and remaining NTIP amounts for each district.

SFMTA Light Rail Vehicle (LRV) Procurement.

SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not. The three agencies have developed a preliminary funding plan but are still evaluating various aspects including the overall cost-benefit analysis. The revised timeline could accelerate delivery of the first vehicles by as many as 18 months and shorten the overall delivery window from six and a half years to only three. The chief advantages are providing more reliable and comfortable service sooner to the public and reducing operations and maintenance costs by retiring older vehicles that cost more to maintain in a good condition. Tradeoffs include financing costs needed to ensure cash is on hand to meet the proposed accelerated schedule and incurring costs due to replacing LRVs prior to the end of the Federal Transit Administration (FTA)-established useful life. These costs reduce funds that would be available for other projects, including future vehicle procurements.

The recommended action before the Transportation Authority Board is to approve, with conditions, the proposed programming of an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and to advance cash flow in the Vehicles-Muni and Vehicles-Discretionary category to support the potential accelerated procurement as part of approval of the corresponding 5YPPs. The Vehicles-Muni category is the single largest programmatic category and is one of the main drivers of our need to issue debt. Adopting the Strategic Plan with the most aggressive advancement of funds to support the replacement of the 151 LRVs now, means that the funds are in place if the SFMTA and the Board choose to support the accelerated option. If a less aggressive or non-accelerated procurement schedule is chosen, the vehicles categories and the rest of the Prop K program will see lower financing costs and more funds available for projects.

If the proposed programming is approved, there will be \$189.2 million in Prop K funds for replacement of the LRVs. There would be no funds remaining for other projects in the Vehicles-Muni or Vehicles-Discretionary category after this 5-year period and financing costs for these two vehicles categories go up by about \$24 million.

The proposed Prop K programming for the accelerated delivery schedule is subject to the conditions shown in Attachment 4. This attachment also shows a comparison of the original and potential accelerated schedule for replacement of the 151 LRVs, which are part of a contract with Siemens Mobility that also includes purchase of LRVs to expand the SFMTA's fleet:

The SFMTA Board will be briefed on the LRV procurement and Central Subway projects (see below) at its November 6 meeting.

Amendment of the 2017 Prop AA Vehicle Registration Fee Strategic Plan.

The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project. However, the project is not eligible for that category because most of the bus stops to be enhanced are not located on streets designated as Transit Preferential Streets (e.g. Folsom, Mission, 19th Avenue). To enable the project to advance, we are recommending an amendment to the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project. To keep Geary BRT whole, we have

Agenda Item 6

increased the amount for Geary BRT by an equal amount of Prop K funds in the 2019 5YPP for the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category. The proposed Prop AA Strategic Plan amendment is attached to the relevant 5YPP.

Approval of Central Subway Fund Exchanges to Help Backfill RIP Shortfall.

The Transportation Authority has a long-standing commitment of RIP funds to the Central Subway project. We have always known that the RIP funds would not all be available in time to meet the project's cash flow needs given the unreliability of the fund source. Senate Bill 1 helped to stabilize RIP funds, albeit at a relatively low level of about \$13 million every two years compared to historic funding levels. Recognizing this, the SFMTA budgeted the remaining RIP funds as part of the project contingency. Now that the project is nearing completion and SFMTA anticipates that it will use up all of the budgeted contingency, SFMTA staff has been working with staff from the MTC and the Transportation Authority to develop a funding plan to backfill \$61.75 million in remaining RIP funds.

The proposed funding plan, summarized in Attachment 5, is roughly a three way split between the agencies with MTC and the Transportation Authority providing \$21 million each and the SFMTA \$20 million. Many of the identified sources will require additional action, including board/commission action in order to commit the funds to the Central Subway.

Through adoption of the 2019 Prop K Strategic Plan Baseline, we identified \$964,968 in de-obligated Prop K funds from prior fund exchanges in the Central Subway category. The SFMTA plans to seek allocation of these funds before the end of the calendar year, which will count toward our RIP commitment to the project. As part of the subject agenda item, we are seeking approval of the following two Prop K fund exchanges to cover the remainder of our proposed \$21 million contribution toward the RIP shortfall:

- **Prop K/OBAG 2 Better Market Street Fund Exchange** – \$15.98 million in One Bay Area Grant Cycle 2 funds programmed to Better Market Street would be exchanged with an equivalent amount of Prop K funds from the Guideways-Discretionary category. San Francisco Public Works is agreeable to this fund exchange, which will require MTC approval.
- **Prop K/Prop B General Fund L Taraval Transit Enhancements** – We are recommending programming an extra \$4,055,032 in Prop K funds from the Guideways-Discretionary category to the L Taraval project in the 2019 5YPP, enabling SFMTA to redirect an equivalent amount of Prop B General Fund or other SFMTA funds from L Taraval to Central Subway.

The fund exchanges are required because the guideways category is for state of good repair work and not for transit expansion projects. Similarly, the MTC will need to approve some fund exchanges to address eligibility issues and make funds available for the Central Subway project. MTC staff anticipate bringing related actions to its commission in November/December 2018. If the Board approves the above fund exchanges, our remaining RIP commitment will be reduced from \$61.75 million to \$40.75 million for the Central Subway project as shown in Attachment 6.

Adoption of the 2019 Prop K Strategic Plan.

Development of the Strategic Plan and 5YPPs is an iterative process. As we developed recommendations for Prop K programming for each category, we have made corresponding

changes to the Strategic Plan Baseline expenditures and rerun the model to determine projected financing costs. This enabled us to confirm that the Expenditure Plan categories and the Prop K program as a whole can accommodate the proposed expenditures within the funds available.

At the November 6 Board meeting we will also present the Draft 2019 Strategic Plan for approval as a separate item. We are targeting completion of the update process by the end of calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

FINANCIAL IMPACT

There is no impact on the Transportation Authority's annual budget associated with the recommendation actions. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs, along with the 2019 Strategic Plan (subject of a separate agenda item) establish the expected annual sales tax allocations and set maximum annual reimbursements. The 2019 Strategic Plan and 5YPPs will provide an updated baseline for forecasting when and how much debt the Transportation Authority may need to issue to support delivery of the projects. Actual allocation of funds is subject to separate approval action by the Transportation Authority.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – List of 5YPPs Recommended for Adoption and Lead Agencies for Each 5YPP

Attachment 2 – Master List of Projects Included in Group 2 5YPPs

Attachment 3 – Summary of recommended NTIP Programming and NTIP allocations to date

Attachment 4 – SFMTA LRV Procurement (including recommended conditions)

Attachment 5 – Central Subway RTIP Backfill Funding Plan

Attachment 6 - Remaining Regional Improvement Program (RIP) Commitments

Enclosures (19):

- A. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
- B. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
- C. Draft 2019 Prop K Transit Enhancements 5YPP
- D. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
- E. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
- F. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
- G. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
- H. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
- I. Draft 2019 Prop K Guideways - Muni 5YPP
- J. Draft 2019 Prop K Guideways - PCJPB 5YPP
- K. Draft 2019 Prop K Guideways - Discretionary 5YPP
- L. Draft 2019 Prop K New and Upgraded Streets 5YPP

Agenda Item 6

- M. Draft 2019 Prop K Traffic Calming 5YPP
- N. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
- O. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
- P. Draft 2019 Prop K Curb Ramps 5YPP
- Q. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
- R. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP

Attachment 2
San Francisco County Transportation Authority
2019 Prop K 5-Year Prioritization Programs Update
Draft Project List for Fiscal Years 2019/20 - 23/24 - Group 2
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	SEMTA	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.	\$5,441,104	District 01, District 02, District 03, District 05, District 06
N/A	SEMTA	Transit Stop Enhancement Program	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.	\$0	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
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, 17M	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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
13	SFMTA	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 as well as the Geneva-San Jose Intersection Study [NTP Planning].	\$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	District 03, District 06, District 11
16	SFMTA	Muni Subway Expansion Project (19th Ave M-Line)	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 Study, 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
17M, 17U, 15	SFMTA	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 68 LRVs to expand Muni's light rail fleet, 24 of which will accommodate the needs of the Central Subway.	\$62,767,634	Citywide
17M	SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder	Placeholder for project to replace or rehabilitate Muni transit vehicles.	\$4,491,196	TBD
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.	\$3,950,000	District 06, District 10
20M	SFMTA	Building Progress FIX - Placeholder	This is a placeholder for funds to help bring SFMTA maintenance and support facilities into a state of good repair.	\$500,000	TBD
20M	SFMTA	Muni Metro East Expansion	This project will expand the capacity of the Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet by developing an empty 4-acre lot adjacent to the existing site. SFMTA also plans to use the additional capacity for temporary storage of light rail vehicles during planned reconstruction of other vehicle maintenance and storage facilities.	\$4,699,677	District 10

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
20M	SFMTA	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.	\$1,150,000	District 06, District 10
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. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.	\$1,000,000	District 03, District 06
20U	SFMTA	Potrero Facility Reconstruction	Rebuild the 100 year old, seismically deficient Potrero Maintenance Facility to provide a larger facility that services and stores trolley electric and battery buses.	\$4,848,403	District 10
22M	SFMTA	Cable Car Infrastructure Rehabilitation - Placeholder	This is a Prop K placeholder for 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	This is a placeholder for 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	This is a Prop K placeholder for 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), confirmer 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	This is a placeholder for 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.	\$8,899,899	TBD

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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.	\$6,150,000	District 06, District 10
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.	\$17,230,000	District 03, District 05, District 06
22U	SFMTA	L-Taraval Transit Enhancements (Segment B)	Replace light rail track and overhead contact system components along the L-Taraval light rail line from West Portal Station to Sunset Blvd, along Ulloa Street, 15th Avenue and Taraval Street. This is part of a larger set of transit and street improvements including transit stop placement optimization, bus bulbs, pedestrian safety improvements, boarding islands, traffic signals, and traffic and turn lane modification. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway project, we are proposing to program \$4,055,032 in Prop K discretionary guideways funds to the L-Taraval Transit Enhancements project freeing up an equivalent amount of Prop B General Fund that the SFMTA will make available for Central Subway construction.	\$4,055,032	District 04, District 07
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.	\$4,912,000	District 06, District 10
26	SFPW	South Ocean Beach Multi-Use Trail	Create a multi-use trail along the Great Highway, between Sloat Blvd and Skyline Blvd. The trail will be located on the southbound lanes of the Great Highway, which have been affected by coastal erosion and which is being reconfigured as part of the Great Highway Permanent Restoration project. The project will create a 12 to 18-foot shared-use path, and a 19,500 square feet parking lot to provide access to coastal areas.	\$259,119	District 7

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
27	SFMTA	Bayshore Caltrain Pedestrian Connection	New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Prop K funds, committed to this project in June 2014 (Resolution 14-85), will be used to reimburse a portion of the Schlage Lock developer expenditures spent on the connection as it will be a part of the development project's internal street network.	\$2,000,000	District 10
27	SFMTA	Bi-County - Project Development Placeholder	This is a placeholder to support project development for priorities identified in the Transportation Authority's Bi-County Transportation Study.	\$2,000,000	District 10
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Design 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.	\$4,035,272	District 10
30	Any Eligible	NTP Capital Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTP) 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 NTP 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. This placeholder is for capital funds.	\$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 signalizing 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.	\$910,000	District 04, District 07
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 Street and Harrison Street with wider sidewalks, new traffic signals, and streetscape improvements.	\$9,226,200	District 06
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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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. Potential improvements include: sidewalk or intersection improvements; bike lanes, neighborways, and bike parking; bus shelter and signal improvements; and new street trees, public art, and pedestrian plazas.	\$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. Potential near term improvements include: paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for pedestrians and bicyclists, signal retiming and inclusion of leading pedestrian intervals, improved sidewalks, bike lanes, and increased bike parking.	\$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	NTPP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTPP) 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 NTPP 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. This placeholder is for capital funds.	\$2,850,000	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
38	SFMTA	Safer Taylor Street	Streetscape improvements as identified through a Caltrans Planning Grant and Prop K funded planning phase 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 03, District 06
38	SFMTA	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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SFMTA	Safe Streets Evaluation	Ongoing evaluation of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program will continue to track trends over time and provide evidence-based recommendations to inform future project design by analyzing how upgraded street designs impact safety and comfort.	\$400,000	TBD
39	SFMTA	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	SFMTA	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	SFMTA	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	SFMTA	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	SFMTA	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	SFMTA	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	NITP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NITP) 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 NITP 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. This placeholder is for capital funds.	\$1,000,000	TBD
39	SFMTA	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
39	SFMTA	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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
39	SFMTA	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	SFMTA	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 NTIP funded Valencia Bikeway Implementation Plan.	\$1,000,000	District 06, District 08, District 09
40	SFMTA	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	SFMTA	Lake Merced Pedestrian Safety	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations to be identified through a community based transportation planning process could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.	\$480,000	District 07
40	SFMTA	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	SFMTA	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. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.	\$1,000,000	District 11
40	SFMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280. Monterey Boulevard is on the City's High Injury Network and serves as an important bicycle connection. Improvements will respond to specific crash factors on the corridor and may include paint- and post-based improvements to improve safety for pedestrians and bicyclists, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the planning process.	\$245,000	District 07, District 08
40	SFMTA	Vision Zero Improvements Placeholder	Programmatic funds for future projects that are key in the City's focus on Vision Zero, the City's goal to reduce all traffic deaths to zero by 2024.	\$2,000,000	TBD
40	Any Eligible	NTIP Placeholder	The Transportation Authority's 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 capital funds.	\$1,100,000	TBD

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
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	Employer TDM Program - Placeholder	This is a placeholder for funds to develop, pilot and implement an on-going program for working with employees of existing employers in San Francisco to increase the number of people walking, bicycling, and taking transit, and reduce single occupant vehicle use. SFMTA will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going employer-based information and education outreach program.	\$536,000	Any
43	SFMTA	Residential TDM Program - Placeholder	This is a placeholder for funding to develop, pilot and launch a program for working with residents of existing housing units in San Francisco to reduce single-occupancy vehicle use. Through this program, SF will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going resident-based information and education outreach program.	\$700,000	Any
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	SFMTA	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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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	NTHP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTHP) 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 NTHP 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 capital funds.	\$500,000	Citywide
43	SFMTA	TDM for Tourists	This is a placeholder for funding to launch and operate a five-year program that involves working with hotels, travel agents, and on-line travel services to provide materials, outreach, and marketing to increase the number of people who use transit to come into SF and increase the use of non-automotive uses while visiting SF's many sites	\$325,000	Citywide
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program (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 away from single-occupant motor vehicles to sustainable forms of travel like transit, biking and walking. The effort involves identifying the tool's 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.	\$400,000	Citywide
44	Any Eligible	Housing Incentive Pool Local Match	This placeholder will provide local matching funds to the MTC's Housing Incentive Pool (HIP) grant program. 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

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
44	Any Eligible	Neighborhood Transportation Improvement Program Planning Placeholder	The Transportation Authority's 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. This placeholder is for planning funds.	\$1,100,000	Any
44	Any Eligible	NTIP Capital Placeholder	The Transportation Authority's 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. This placeholder is for capital funds.	\$900,000	Any
44	SFCTA, SFMTA	Neighborhood Transportation Improvement Program Support	The Transportation Authority's 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. This funding enables SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach, and provide project delivery support.	\$650,000	Citywide
44	Any Eligible	O BAG3 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 Plan Bay Area, the region's first Sustainable Communities Strategy. OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support transit-oriented development, particularly in areas that are slated for accepting growth in housing and/or employment (i.e., 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 to planning grants for transportation studies and planning to 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. To be eligible for matching funds from this category, projects must support transit-oriented development and neighborhood transportation planning. Priority will be given to projects benefiting Communities of Concern that make improvements to transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture.	\$350,000	Any

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
---	----------------------	--------------	---------------------------	-------------------------------------	----------------------

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
- 20U Facilities - Undesignated
- 22B Guideways - BART
- 22M Guideways - MUNI
- 22P Guideways - PCJPB
- 22U Guideways - Undesignated
- 26 Great Highway Erosion Repair
- 27 Visitacion 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).

Attachment 3.
Neighborhood Transportation Improvement Program (NTIP) Summary

Proposed NTIP Programming for Projects

Prop K Category	2019 5YPP Proposed Programming FY 2019/20-FY 2023/24
Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	-
Balboa Park BART/MUNI Station Access	-
Other Transit Enhancements	-
Other Upgrades to Major Arterials	\$250,000
New Signals and Signs	-
Traffic Calming	\$2,850,000
Bicycle Circulation/Safety	\$1,000,000
Pedestrian Circulation/Safety	\$1,100,000
Transportation Demand Management	\$500,000
Transportation/Land Use Coordination	\$2,000,000
	\$7,700,000

Proposed Programming for NTIP Program Support

Prop K Category	2014 5YPP Remaining Programming	2019 5YPP Proposed Programming FY 2019/20-FY 2023/24
Transportation/Land Use Coordination	-	\$650,000
Total	-	\$650,000

**Total Allocated and Remaining Available Funds by District in the 2014 5YPP Period
(FY 2013/14-FY 2018/19)**

District	Total Allocated	Total Intended to Allocate/ Pending	Total Available Planning Funds*	Total Available Capital Funds*
1	\$359,631	-	-	\$340,369
2	\$700,000	-	-	-
3	\$350,000	-	-	\$350,000
4	\$600,000	\$100,000	-	-
5	\$100,000	-	-	\$600,000
6	\$208,000	-	-	\$492,000
7	\$100,000	-	-	\$600,000
8	\$130,000	\$325,000	\$50,000	\$195,000
9	\$699,995	-	-	\$5
10	\$460,000	-	-	\$240,000
11	\$700,000	-	-	-
Total	\$4,407,626	\$425,000	\$50,000	\$2,817,374

*not allocated, intended to allocate or pending

RESOLUTION ADOPTING THE 2019 PROP K STRATEGIC PLAN

WHEREAS, In November 2003, the voters of the City and County of San Francisco approved an extension to the half-cent sales tax for transportation and a new 30-year Expenditure Plan specifying the use of those funds; and

WHEREAS, The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectation for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial tool that guides the timing of allocation of Prop K revenues, establishes policies for administration of the program, provides guidance for long-term debt needs, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available for their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) for each of the Prop K programmatic categories in 2005 and updates to these documents in 2009 and 2014; and

WHEREAS, In May 2018, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline (Resolution 18-57), which included non-substantive revisions to the Strategic Plan policies, updated the sales tax revenue forecast, incorporated actual expenditures and financing costs, and updated Strategic Plan model assumptions such as interest costs related to debt issuance and capital reserve needs; and

WHEREAS, The baseline also incorporated programming and cash flow changes for



paratransit operations and the Prop K major capital projects – Central Subway, Caltrain Modernization Program, Presidio Parkway (formerly known as the Doyle Drive Replacement Project) and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal, which have no 5YPP requirement; and

WHEREAS, The Transportation Authority Board adopted the 2019 Prop K 5YPPs for the 21 programmatic categories requiring a 5YPP in two groups in October and November 2018 by Resolutions 19-15 and 19-XX; and

WHEREAS, The 2019 Strategic Plan tiers off of the 2019 Strategic Plan Baseline and incorporates programming and cash flow information for the programmatic categories based on the adopted 2019 Prop K 5YPPs as shown in Attachments 2 and 3; and

WHEREAS, The 2019 Strategic Plan includes \$2.540.3 billion in total funds available for projects over the 30-year Expenditure Plan period, \$10.7 million higher than what was adopted in the 2014 Strategic Plan, and the plan conservatively estimates a total long-term debt need of \$718 million, resulting in a 1% increase in financing costs as a percentage of total funds available when compared to the 2014 Strategic Plan (up from \$296 million to \$322 million)(Attachment 1); and

WHEREAS, This modest uptick in projected financing is primarily the result of advancing funds from the outyears to support the potential for accelerated delivery of the San Francisco Municipal Transportation Agency's light rail vehicles and to support \$20 million in fund exchanges to reduce the Transportation Authority's longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2019 Strategic Plan; and

WHEREAS, At its November 13, 2018 meeting the Board was briefed on the 2019 Prop K

Strategic Plan and recommended approval of the staff recommendation on its first reading; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2019 Prop K Strategic Plan; and be it further

RESOLVED, That the Executive Director shall publish the 2019 Prop K Strategic Plan and make it available on the agencies website for Prop K project sponsors and any other interested parties.

Attachments:

1. 2019 Strategic Plan Presentation
2. Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)
3. Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Adopt the 2019 Prop K Strategic Plan

Attachment 1: Presentation to the
Transportation Authority Board



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

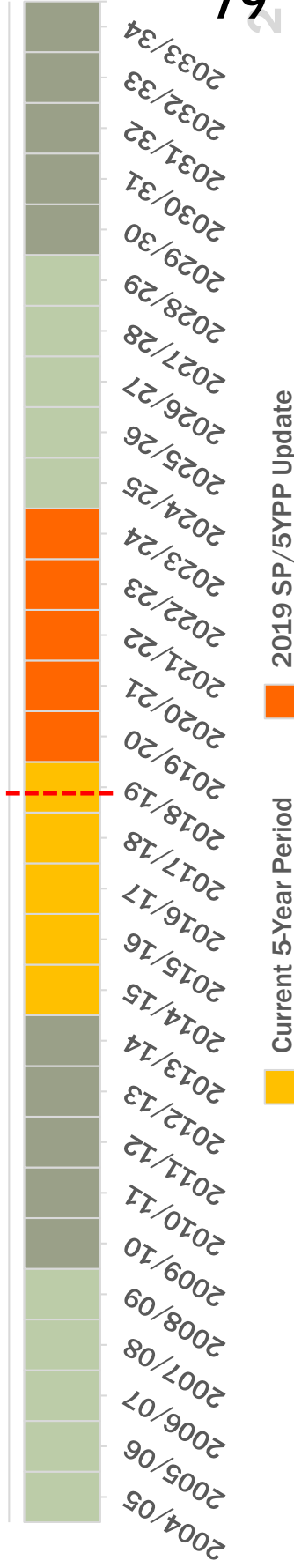
November 13, 2018

2019 Strategic Plan/5YPP Update

Why is it important? Why now?

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

30-Year Prop K Expenditure Plan 2009 SP/5YPP Update 2014 SP/5YPP Update 2019 SP/5YPP Update

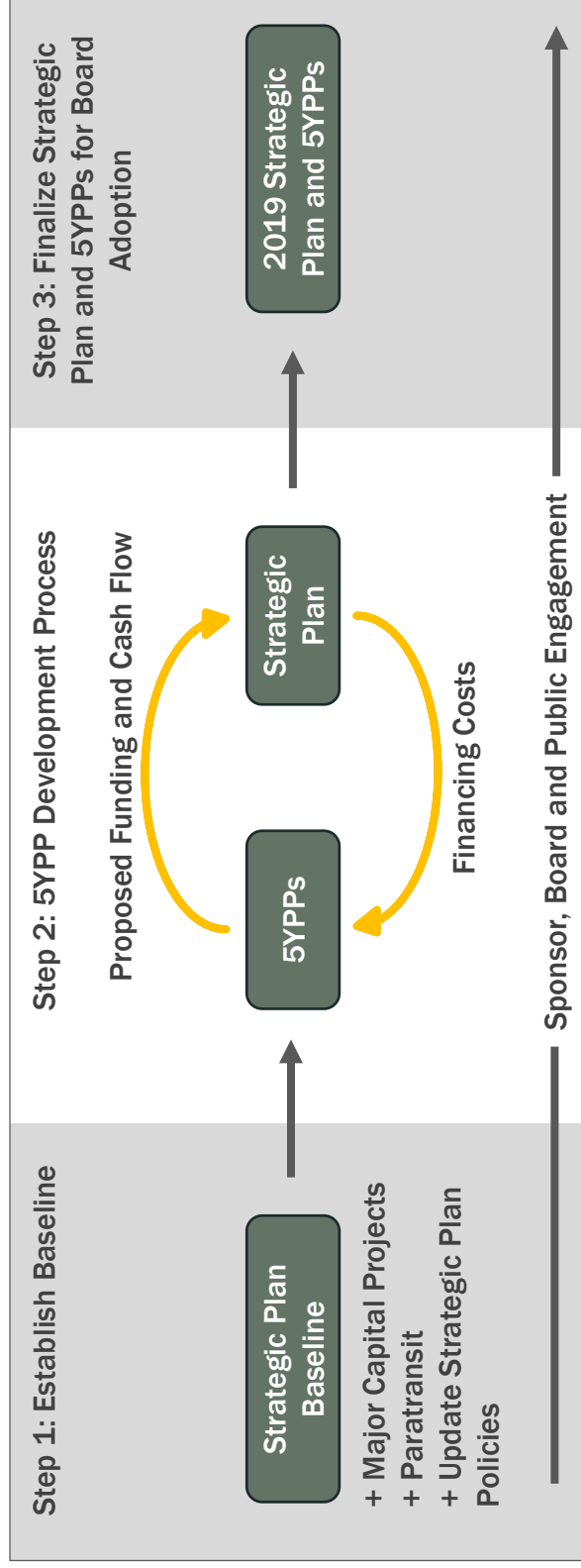


2019 Strategic Plan/5YPP Update

What is the process?



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



2019 Strategic Plan/5YPP Update

Step 3: Adopt Strategic Plan



The Strategic Plan guides implementation of the Prop K Expenditure Plan, determining how much Prop K funds are available by fiscal year through 2034.

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

2019 Strategic Plan and 5YPPs



- ▲ Incorporates programming and cashflow for programmatic categories and major capital projects
- ▲ Updates debt assumptions and financing costs
- ▲ Guides implementation of the Prop K Expenditure Plan through FY2023/24

Components of the Strategic Plan



POLICIES

REVENUES

Sales Tax

Investment Income

EXPENDITURES

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

2019 Prop K Strategic Plan Prop K Policies



- ▶ Provides guidance to both Transportation Authority staff and project sponsors for program administration
- ▶ Adopted in May 2018: Minor updates for clarity purposes

Strategic Plan Guiding Principles:

1. Optimize leveraging of sales tax funds
2. Support timely and cost-effective project delivery
3. Maximize cost effectiveness of financing

Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Investment Income

Operating Expenditures

Capital Reserve

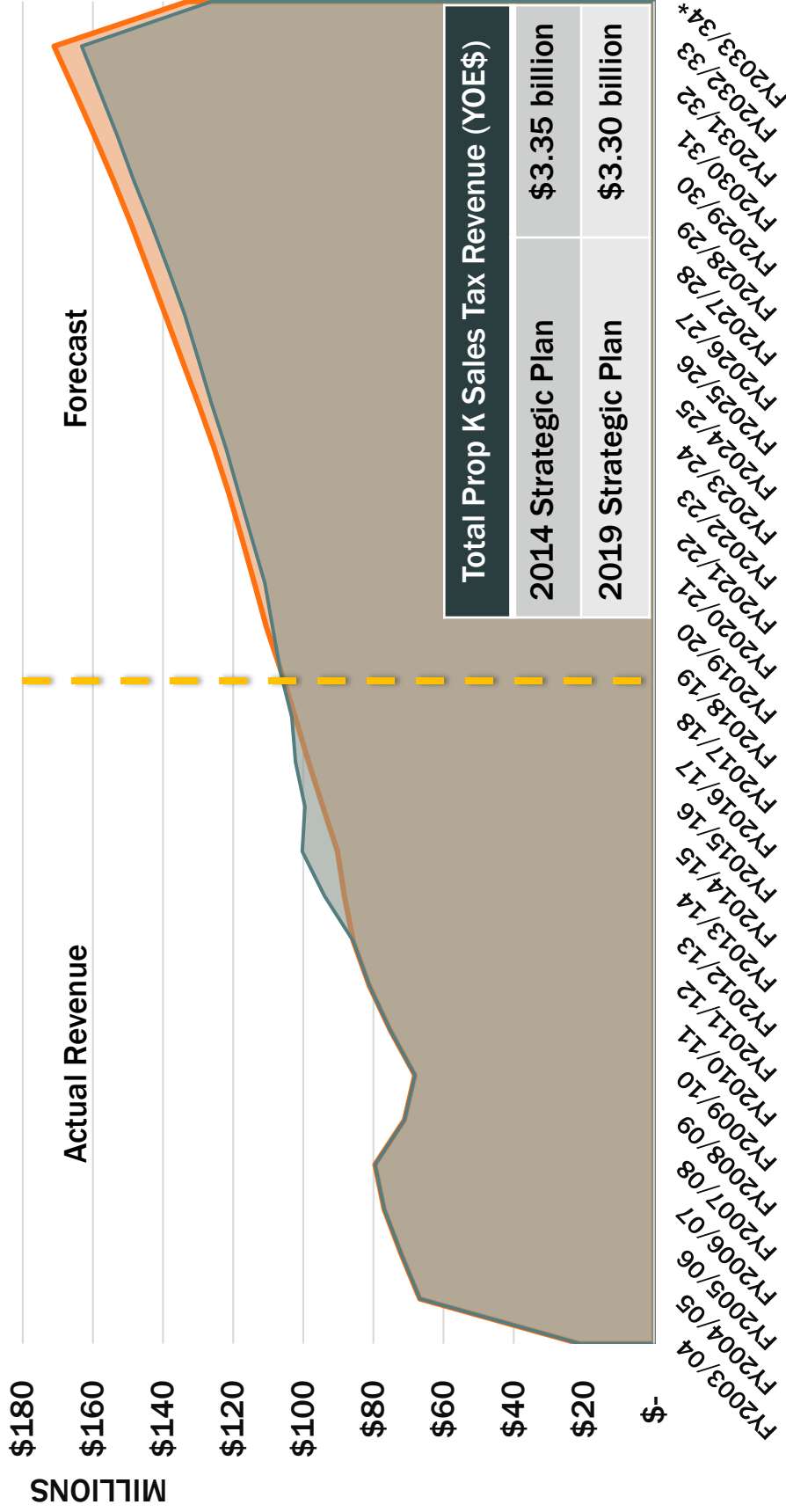
Project Costs

Financing Costs

2019 Strategic Plan Revenues



Prop K Sales Tax Revenue (YOES\$)



■ 2014 Strategic Plan ■ 2019 Strategic Plan

* FY2033/34 represents 3/4 of projected sales tax revenue in FY2033/34

Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Operating Expenditures

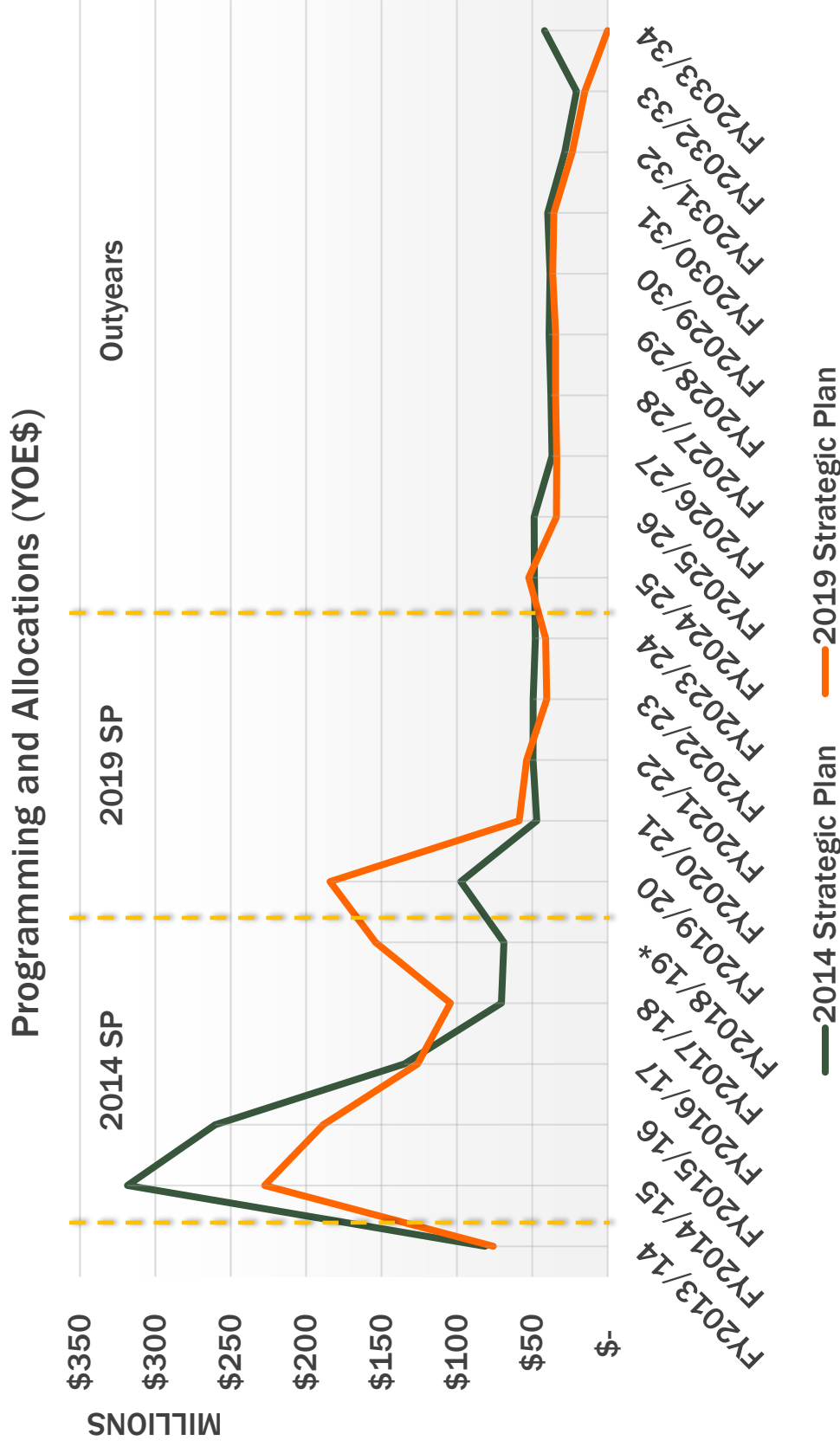
Interest Income

Capital Reserve

Project Costs

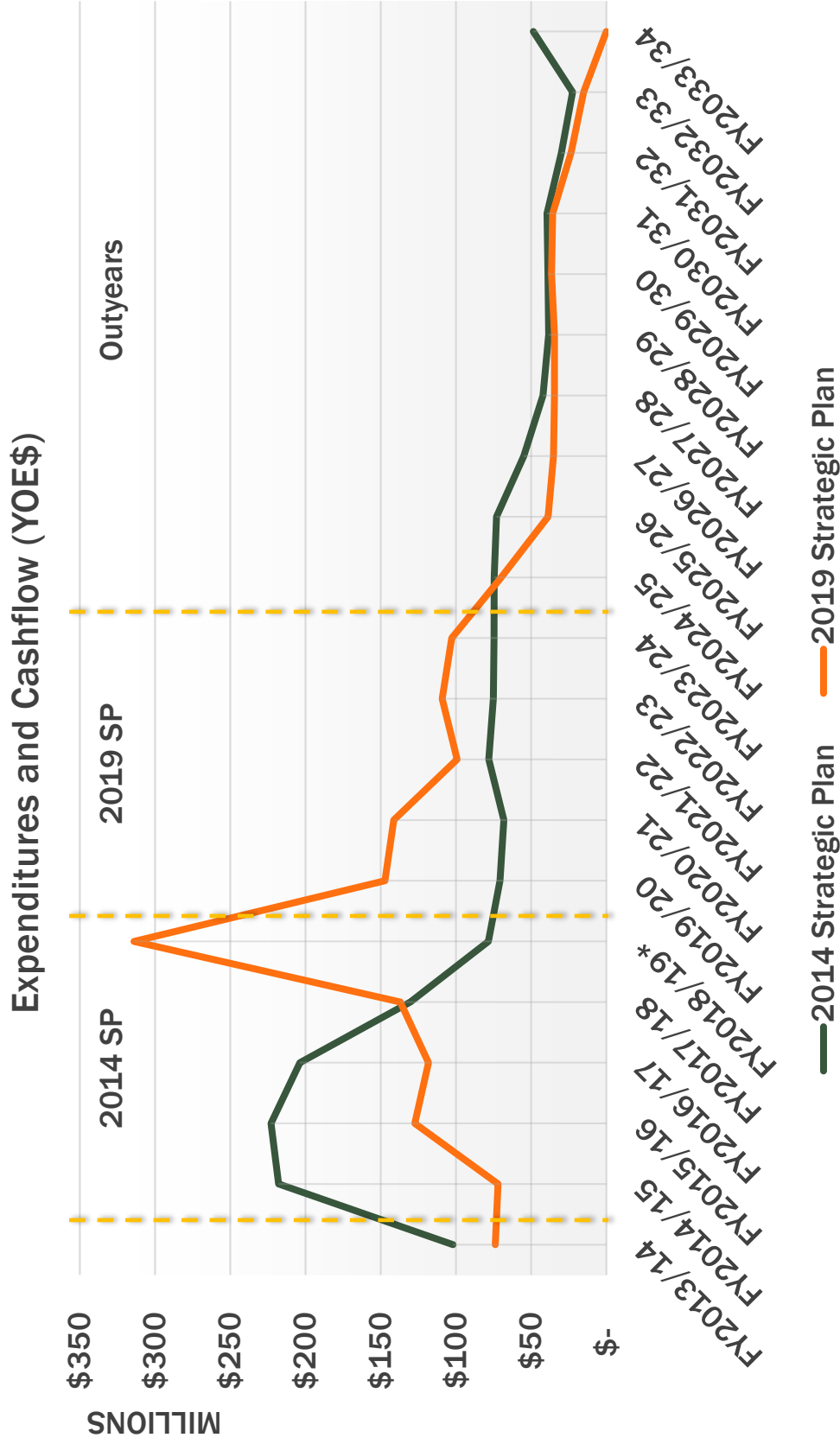
Financing Costs

2019 Strategic Plan Project Programming and Allocations



* Includes allocations as of October 24, 2018 Board Meeting, and FY2018/19 programming

2019 Strategic Plan Project Expenditures and Cashflow

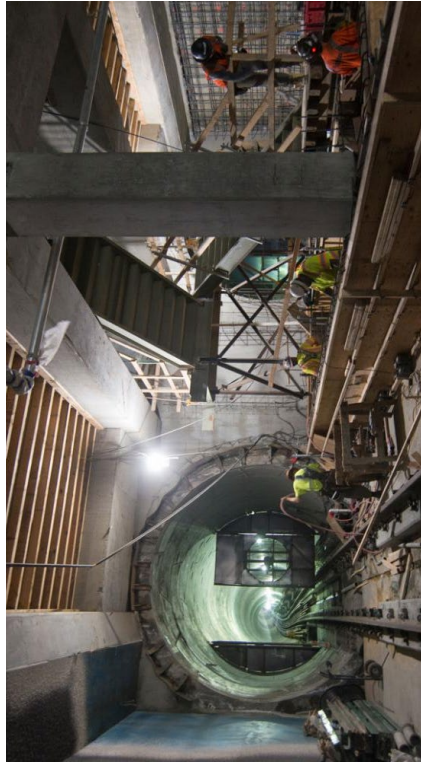


* Expenditures for FY2018/19 and on are projections

2019 Strategic Plan

Are we meeting our goals?

- ✓ **Leveraging other local, state, and federal funds**
- ✓ **Supporting project delivery**
 - ▶ **Major capital projects all complete or under construction, except Downtown Extension**
 - ▶ **Replacing entire Muni rubber tire and LRV fleet**
 - ▶ **Supporting Vision Zero**
 - ▶ **Neighborhood Transportation Improvement Program**



2019 Prop K Strategic Plan

Debt assumptions over time (in millions)

✓ Maximizing cost effectiveness of financing

Categories	2005 SP Update	2009 SP Update	2014 SP Update	2019 SP Update
Total long-term debt needs	\$1,025	\$843	\$676	\$719*
Total financing costs	\$758	\$859	\$296	\$322
Bond issuance years	FY05/06- FY28/29	FY09/10 FY12/13 FY15/16 FY18/19 FY21/22 FY24/25	FY15/16 FY18/19 FY21/22 FY24/25	FY17/18* FY18/19 FY22/23

* Includes FY17/18 sales tax revenue bond for \$248 million



2019 Strategic Plan

Revenues and Expenditures Comparison



Revenues (in millions of YOES\$)				
	2019 Strategic Plan	2014 Strategic Plan		Δ
Sales Tax Revenue	\$ 3,298.7	\$ 3,346.4		(47.7)
Investment Income	\$ 45.7	\$ 80.7		(35.0)
Loans	\$ 19.6	\$ 19.6		0.0
Long Term Bond Proceeds	\$ 718.6	\$ 676.2		42.4
TOTAL	\$ 4,082.6	\$ 4,122.9		(40.3)

Expenditures (in millions of YOES\$)				
	2019 Strategic Plan	2014 Strategic Plan		Δ
Program Administration	\$ 194.4	\$ 196.0		(1.6)
Loans	\$ 19.0	\$ 19.0		0.0
Funds Available for Projects	\$ 2,540.3	\$ 2,529.6		10.7
Financing Costs	\$ 322.2	\$ 295.7		26.6
Capital Reserve	\$ 288.0	\$ 406.4		(118.4)
Long Term Bond Debt Service	\$ 718.6	\$ 676.2		42.4
TOTAL	\$ 4,082.6	\$ 4,122.9		(40.3)

Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	
TRANSIT																				
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 Finance Costs \$ - Total \$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	-	Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,000	\$ 54,402,133	\$ 8,084,850	\$ 18,200,000	\$ (2,501,334)	\$ -	\$ -	\$ 247,108	\$ 7,950,000	\$ 40,065,950	\$ 11,100,831	\$ 5,225,103	\$ 5,629,859
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 7,568,062 Finance Costs \$ 28,468,062 Total \$ 36,036,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ 189,760
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 13,385	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ 36,793	\$ 12,453	\$ 8,083	\$ 11,060	\$ 6,132	\$ 2,846	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ 25,126
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ (2,000)	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ 19,807	\$ 19,807
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ 19,807	\$ 19,807
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ 5,000	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$ 411,420,696 Finance Costs \$ 61,883,054 Total \$ 473,303,749		\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	
	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$ 20,640,763 Finance Costs \$ 3,532,459 Total \$ 24,173,222		\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	
	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$ 76,990,293 Finance Costs \$ 7,686,101 Total \$ 84,676,394		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -
17U	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming \$ 521,164,754 Finance Costs \$ 73,101,614 Total \$ 594,266,368		\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	
	Trolleybus wheelchair-lift OBM	\$ 2,515,844	0.00%	Programming \$ 2,448,531 Finance Costs \$ - Total \$ 2,448,531		\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	F-Line OBM	\$ 5,088,090	0.00%	Programming \$ 5,168,000 Finance Costs \$ - Total \$ 5,168,000		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Total Vehicles	\$ 603,808,116	12.11%	Programming \$ 528,781,285 Finance Costs \$ 73,101,614 Total \$ 601,882,899		\$ 30,169,154	\$ 2,947,602	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	
	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming \$ 1,950,937 Finance Costs \$ 58,594 Total \$ 2,009,530		\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000
	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming \$ 69,161,047 Finance Costs \$ 11,847,024 Total \$ 81,008,071		\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ -	\$ -	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$ 6,713,001 Finance Costs \$ 1,381,086 Total \$ 8,094,087		\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ 10,270	\$ 8,101	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296
	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$ 10,007,685 Finance Costs \$ 100,163 Total \$ 10,107,848		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Facilities Subtotal	\$ 101,325,282	13.21%	Programming \$ 87,832,670 Finance Costs \$ 13,386,867 Total \$ 101,219,537		\$ 2,883,007	\$ 1,828,387	\$ 535,703	\$ 640,902	\$ 551,155	\$ 12,313,539	\$ 15,361,957	\$ 28,268	\$ 24,651	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 3,838,042	\$ 8,331,994	\$ 2,599,709
21	Muni MMAX OBM	\$ 16,518,835	0.00%	Programming \$ 16,781,000 Finance Costs \$ - Total \$ 16,781,000		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 117,844,117	11.36%	Programming \$ 104,613,670 Finance Costs \$ 13,386,867 Total \$ 118,000,537		\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 28,268	\$ 24,651	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510
	Guideways-BART	\$ 7,373,824	0.46%	Programming \$ 7,339,709 Finance Costs \$ 33,660 Total \$ 7,373,368		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975		\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 8,126,347	\$ 910,054	\$ 21,089,315	\$ 639,240	\$ 15,661,579	\$ 15,661,579	\$ -	\$ -	\$ -	\$ -
	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$ 25,136,242 Finance Costs \$ 4,173,709 Total \$ 29,309,951		\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 3,222,763	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,078,631	
	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$ 34,389,520 Finance Costs \$ 2,262,772 Total \$ 36,652,292		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming \$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 624,993	\$ 539,120	\$ 554,710	\$ 619,759	\$ 586,960	\$ 599,307	\$ 625,000	\$ 458,793	\$ 664,334	\$ 687,494	\$ 711,397		
				Finance Costs \$ 388,559	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 2,475	\$ 2,009	\$ -	\$ -	\$ -	\$ -	
				Total \$ 20,813,212	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 626,177	\$ 592,988	\$ 601,789	\$ 627,475	\$ 459,937	\$ 664,543	\$ 687,494	\$ 711,397					
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375			
				Finance Costs \$ 6,830,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 72,720,855	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375					
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286		
				Finance Costs \$ 3,730,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 32,964,370	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286					
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021			
				Finance Costs \$ 2,358,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 28,464,622	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021				
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261	\$ -	\$ 871,446	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084			
				Finance Costs \$ 14,091	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 28,222,352	\$ -	\$ 885,537	\$ 616,987	\$ 643,917	\$ 671,526	\$ 763,000	\$ 796,000	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084					
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,058,198	\$ 1,099,541	\$ 1,158,196	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166			
				Finance Costs \$ 212,326	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ 2,595	\$ 1,833	\$ 1,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 39,234,853	\$ -	\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 1,060,793	\$ 1,101,373	\$ 1,159,674	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166					
TOTAL STREETS AND TRAFFIC SAFETY		\$ 686,617,274	6.02%	Programming \$ 630,840,310	\$ 2,832,840	\$ 26,330,992	\$ 28,149,870	\$ 13,473,540	\$ 27,813,092	\$ 17,451,007	\$ 43,765,802	\$ 6,969,370	\$ 14,228,610	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382			
				Finance Costs \$ 41,318,646	\$ -	\$ 500,465	\$ 499,259	\$ 806,763	\$ 583,906	\$ 315,085	\$ 192,591	\$ 478,389	\$ 489,561	\$ 215,824	\$ 184,960	\$ 168,677	\$ 117,608	\$ 145,597	\$ 835,247			
				Total \$ 672,158,955	\$ 2,832,840	\$ 26,831,456	\$ 28,649,130	\$ 14,280,303	\$ 28,396,999	\$ 17,766,092	\$ 43,958,393	\$ 7,447,758	\$ 44,718,170	\$ 15,587,152	\$ 13,544,107	\$ 6,092,959	\$ 49,564,943	\$ 21,071,432	\$ 32,154,629			
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																						
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451	\$ -	\$ 434,849	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000			
				Finance Costs \$ 1,336,592	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 13,873,044	\$ -	\$ 441,418	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000			
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827			
				Finance Costs \$ 2,292,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 21,032,499	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827			
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 34,931,502	10.39%	Programming \$ 31,276,031	\$ -	\$ 478,849	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827			
				Finance Costs \$ 3,629,512	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 34,905,543	\$ -	\$ 485,418	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827			
TOTAL STRATEGIC PLAN		\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072	\$ 7,574,972	\$ 176,166,341	\$ 77,424,537	\$ 61,031,872	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341			
				Finance Costs \$ 254,527,772	\$ -	\$ 507,033	\$ 2,275,346	\$ 2,371,049	\$ 1,674,312	\$ 995,743	\$ 687,285	\$ 1,597,436	\$ 1,493,989	\$ 649,859	\$ 626,135	\$ 695,247	\$ 430,106	\$ 608,900	\$ 4,131,378			
				Total \$ 2,735,358,845	\$ 7,574,972	\$ 176,673,374	\$ 79,699,883	\$ 63,402,921	\$ 112,247,987	\$ 55,290,961	\$ 204,507,136	\$ 60,459,812	\$ 208,718,694	\$ 60,459,812	\$ 108,718,694	\$ 70,276,402	\$ 76,501,640	\$ 228,255,137	\$ 189,116,057	\$ 126,680,810	\$ 108,381,719	

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
	Total Guideways	\$ 25,757,477	\$ 35,448,196	\$ 9,542,745	\$ 6,746,311	\$ 6,642,086	\$ 8,840,062	\$ 6,111,301	\$ 8,684,363	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 5,733,573	\$ 325,706	\$ -
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 71,759,818	\$ 114,248,768	\$ 13,542,422	\$ 10,051,060	\$ 9,442,086	\$ 8,840,062	\$ 14,402,291	\$ 9,609,537	\$ 13,017,950	\$ 13,474,203	\$ 14,028,257	\$ 15,058,392	\$ 14,864,586	\$ 6,973,008	\$ 1,463,811	\$ -
	TOTAL TRANSIT	\$ 6,599,432	\$ 12,748,164	\$ 13,297,098	\$ 13,626,129	\$ 12,913,150	\$ 18,428,813	\$ 15,999,549	\$ 14,520,227	\$ 13,086,989	\$ 11,590,180	\$ 10,016,943	\$ 8,375,923	\$ 6,870,368	\$ 741,404	\$ -	\$ -
	PARATRANSIT	\$ 126,233,332	\$ 134,183,127	\$ 34,672,147	\$ 28,581,360	\$ 22,555,236	\$ 32,159,685	\$ 40,579,704	\$ 25,658,021	\$ 27,692,441	\$ 26,814,240	\$ 25,527,890	\$ 24,929,303	\$ 23,095,156	\$ 13,306,485	\$ 3,364,309	\$ 2,236,587
23	Paratransit	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	-	-	-	-	-	-	-	-
	TOTAL PARATRANSIT	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	-	-	-	-	-	-	-	-
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 875,070	\$ 1,308,430	\$ 1,074,812	\$ 963,173	\$ 869,383	\$ 1,026,133	\$ 835,493	\$ 701,312	\$ 563,701	\$ 415,290	\$ 249,622	\$ 40,714	-	-	-	-
	Bernal Heights Street System Upgrading	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	Bernal Heights Street System Upgrading	\$ 1,397,310	\$ 259,119	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Great Highway Erosion Repair	-	\$ 35,644	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 1,397,310	\$ 294,763	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
	Visitacion Valley Watershed	-	-	-	\$ 6,035,272	-	\$ 2,000,000	\$ 2,105,151	-	-	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
27	Visitacion Valley Watershed	\$ -	\$ -	\$ -	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
	Illinois Street Bridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRTraffic Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Golden Gate Park/SRTraffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other Upgrades to Major Arterials	\$ 1,000,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 7,242	\$ 57,288	\$ 56,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -
	Total New and Upgraded Streets	\$ 2,397,310	\$ 509,119	\$ 250,000	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
31	New Signals and Signs	\$ 7,242	\$ 92,932	\$ 90,731	\$ 86,801	\$ 80,793	\$ 99,152	\$ 85,007	\$ 76,632	\$ 68,438	\$ 59,975	\$ 51,088	\$ 41,738	\$ 28,711	\$ 12,723	\$ -	\$ -
	Advanced Technology and Information Systems (SFgo)	\$ 806,611	\$ 2,320,000	\$ 661,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,020,985	\$ 796,062	\$ 822,802	\$ 855,696	\$ 891,730	\$ 988,409	\$ 1,044,260	\$ 1,084,065	\$ 859,616	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 154,394	\$ 7,463,859	\$ 6,426,000	\$ 1,180,000	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -
33	Signals and Signs	\$ 154,394	\$ 7,463,859	\$ 6,426,000	\$ 1,180,000	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,150,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ 5,407,226	\$ 4,519,633	\$ -	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 576,764	\$ 907,952	\$ 803,568	\$ 715,810	\$ 695,873	\$ 857,154	\$ 797,579	\$ 793,224	\$ 774,957	\$ 779,969	\$ 782,599	\$ 834,003	\$ 828,491	\$ 603,912	\$ -	\$ -
	Street Repair and Cleaning Equipment	\$ 936,719	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -
35	Street Repair and Cleaning Equipment	\$ 936,719	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 736,957	\$ 702,659	\$ 784,632	\$ 812,238	\$ 837,680	\$ 813,143	\$ 665,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ 869,255	\$ 664,756	\$ -
		\$ 5,834	\$ 8,771	\$ 11,611	\$ 16,155	\$ 21,045	\$ 33,864	\$ 31,487	\$ 31,331	\$ 31,590	\$ 32,274	\$ 33,627	\$ 37,043	\$ 35,677	\$ 34,930	\$ -	\$ -
		\$ 742,791	\$ 711,430	\$ 796,243	\$ 828,393	\$ 858,725	\$ 847,007	\$ 696,874	\$ 800,392	\$ 829,376	\$ 863,424	\$ 899,967	\$ 995,000	\$ 949,652	\$ 904,186	\$ 664,756	\$ -
38	Traffic Calming	\$ 4,246,174	\$ 19,358,450	\$ 6,412,499	\$ 5,510,000	\$ 3,130,000	\$ 3,130,000	\$ -	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
		\$ 4,246,174	\$ 19,358,450	\$ 6,454,494	\$ 5,822,511	\$ 3,707,838	\$ 3,995,314	\$ 808,933	\$ 2,460,606	\$ 2,535,827	\$ 1,504,686	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 3,693,704	\$ 4,829,758	\$ 2,779,758	\$ 4,660,758	\$ 1,299,758	\$ 1,189,758	\$ -	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 49,765	\$ 176,735	\$ 287,996	\$ 333,413	\$ 469,776	\$ 444,656	\$ 407,507	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
		\$ 3,693,704	\$ 4,879,523	\$ 2,956,493	\$ 4,948,754	\$ 1,633,171	\$ 1,659,534	\$ 444,656	\$ 476,936	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,971,828	\$ 2,625,000	\$ 1,650,963	\$ 1,791,000	\$ 1,000,000	\$ 1,000,000	\$ 334,080	\$ 873,919	\$ 911,409	\$ 952,678	\$ 980,228	\$ 279,987	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 75,645	\$ 107,592	\$ 126,605	\$ 174,388	\$ 239,160	\$ 222,537	\$ 221,544	\$ 223,418	\$ 228,128	\$ 236,548	\$ 215,143	\$ 166,587	\$ 121,359	\$ -	\$ -
		\$ 1,971,828	\$ 2,700,645	\$ 1,758,555	\$ 1,917,605	\$ 1,174,388	\$ 1,239,160	\$ 556,618	\$ 1,095,464	\$ 1,134,827	\$ 1,180,807	\$ 1,216,776	\$ 495,130	\$ 166,587	\$ 121,359	\$ -	\$ -
41	Curb Ramps	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
42	Tree Planting and Maintenance	\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ 1,626,895	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -
		\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,933,903	\$ 1,509,268	\$ 1,562,131	\$ 1,622,471	\$ 1,690,797	\$ 1,874,108	\$ 1,980,016	\$ 2,053,639	\$ 1,626,895	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 21,527,455	\$ 47,122,470	\$ 25,464,395	\$ 27,609,060	\$ 17,982,370	\$ 16,824,004	\$ 16,695,838	\$ 17,491,101	\$ 18,123,718	\$ 18,763,071	\$ 18,722,322	\$ 19,927,841	\$ 19,446,424	\$ 15,302,488	\$ 12,475,318	\$ -
		\$ 1,541,990	\$ 2,532,473	\$ 2,436,446	\$ 2,689,832	\$ 2,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
		\$ 23,069,445	\$ 49,654,943	\$ 27,900,841	\$ 30,298,892	\$ 20,864,773	\$ 20,480,520	\$ 20,060,517	\$ 20,650,921	\$ 21,073,416	\$ 21,468,534	\$ 21,146,215	\$ 22,051,508	\$ 21,299,292	\$ 16,767,457	\$ 12,475,318	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STR.		\$ 1,645,000	\$ 1,550,610	\$ 930,000	\$ 666,000	\$ 350,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
43	Transportation Demand Management / Parking Management	\$ -	\$ 61,212	\$ 88,884	\$ 96,210	\$ 97,340	\$ 130,655	\$ 121,488	\$ 120,901	\$ 121,914	\$ 124,558	\$ 121,744	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
		\$ 1,645,000	\$ 1,611,822	\$ 1,018,884	\$ 762,210	\$ 447,340	\$ 235,655	\$ 513,065	\$ 532,920	\$ 552,913	\$ 577,168	\$ 436,059	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 805,000	\$ 3,550,000	\$ 450,000	\$ 300,000	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 825,538	\$ 3,654,900	\$ 600,960	\$ 439,707	\$ 2,413,884	\$ 500,525	\$ 706,341	\$ 810,040	\$ 838,995	\$ 242,316	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 2,450,000	\$ 5,100,610	\$ 1,380,000	\$ 966,000	\$ 2,600,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 1,035,982	\$ 484,765	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 166,112	\$ 239,844	\$ 235,917	\$ 261,225	\$ 381,180	\$ 354,597	\$ 352,964	\$ 355,926	\$ 334,719	\$ 305,828	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
		\$ 2,470,538	\$ 5,266,722	\$ 1,619,844	\$ 1,201,917	\$ 2,861,225	\$ 736,180	\$ 1,219,406	\$ 1,342,960	\$ 1,391,908	\$ 819,484	\$ 620,143	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 153,932,365	\$ 184,126,053	\$ 58,687,454	\$ 53,723,301	\$ 40,417,466	\$ 41,102,886	\$ 52,333,813	\$ 33,969,708	\$ 33,765,153	\$ 34,471,897	\$ 34,547,584	\$ 36,481,221	\$ 35,671,212	\$ 23,459,051	\$ 15,098,223	\$ -
		\$ 9,323,634	\$ 17,493,104	\$ 17,948,123	\$ 18,624,322	\$ 18,264,400	\$ 25,582,560	\$ 22,810,607	\$ 21,024,501	\$ 19,100,176	\$ 17,048,283	\$ 14,866,083	\$ 12,587,996	\$ 10,340,045	\$ 7,792,127	\$ 741,404	\$ 2,236,587
		\$ 163,255,999	\$ 201,619,157	\$ 76,635,577	\$ 72,347,623	\$ 58,681,866	\$ 66,685,446	\$ 75,144,419	\$ 54,994,210	\$ 52,865,329	\$ 51,520,180	\$ 49,413,667	\$ 49,069,217	\$ 46,011,257	\$ 31,251,178	\$ 15,839,627	\$ 2,236,587

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
TRANSIT																			
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 40,020	\$ 512,974	\$ 449,231	\$ 227,073	\$ 673,144	\$ 1,958,944	\$ 625,020	\$ 3,082,000	\$ 3,029,056	\$ 1,886,458	\$ 3,120,829	\$ 3,305,029	\$ 5,683,488	\$ 8,993,789	\$ 2,966,080
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 Finance Costs \$ - Total \$ 96,152,085	\$ -	\$ 10,153,919	\$ 25,343,865	\$ 22,009,049	\$ 30,137,141	\$ 2,219,898	\$ 7,500	\$ 302,172	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -
4	Geary Light Rail	\$ -		Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 309,000	\$ 32,784,000	\$ 1,172,099	\$ 12,609,714	\$ 22,034,368	\$ 7,423,790	\$ 19,243,327	\$ 7,075,000	\$ 1,109,907	\$ 16,175,570	\$ 18,234,712	\$ 32,239,139	\$ 11,600,423	\$ 11,248,959
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 20,900,000 Finance Costs \$ 7,568,062 Total \$ 28,468,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,904,966
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,355,342	\$ 1,358,776	\$ 1,602,878	\$ 749,171	\$ 437,142	\$ 265,546	\$ 174,958	\$ 33	\$ 197,185	\$ 2,855,993
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915	\$ -	\$ -	\$ 306,953	\$ 6,132	\$ 36,510	\$ 115,530	\$ 19,006	\$ 73,435
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ -	\$ 1,353	\$ -	\$ -	\$ 864,500	\$ -	\$ 435,500	\$ -	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 127,163	\$ 69,459	\$ 208,629	\$ 769,997	\$ 641,059
14	Relocation of Paul St to Oakdale-Caitrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 1,918
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ 1,763,385	\$ 1,329,105
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 177,855	\$ -	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 755,926	\$ 208,285	\$ 434,087	\$ 426,720	\$ 2,759,197	\$ 2,073,810
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$ 411,420,696 \$ Finance Costs \$ 61,883,054 \$ Total \$ 473,303,749 \$	- \$	1,214,347 \$	251,829 \$	7,080,702 \$	11,754,180 \$	3,008,103 \$	6,633,507 \$	9,373,767 \$	3,270,730 \$	5,846,674 \$	16,048,573 \$	3,941,460 \$	26,592,499 \$	50,134,849 \$	37,903,766 \$	
	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.37%	Programming \$ 20,640,763 \$ Finance Costs \$ 3,532,459 \$ Total \$ 24,173,222 \$	- \$	(3,194) \$	56,000 \$	- \$	4,786 \$	1,176,229 \$	560,987 \$	580,063 \$	1,205,859 \$	130,008 \$	298,548 \$	796,127 \$	59,881 \$	144,362 \$	3,742,134 \$	
	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$ 76,990,293 \$ Finance Costs \$ 7,686,101 \$ Total \$ 84,676,394 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
17U	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming \$ 521,164,754 \$ Finance Costs \$ 73,101,614 \$ Total \$ 594,266,368 \$	- \$	1,211,153 \$	307,829 \$	7,080,702 \$	11,758,966 \$	4,184,332 \$	7,194,495 \$	9,953,830 \$	4,476,590 \$	5,976,681 \$	16,347,120 \$	4,737,587 \$	26,652,381 \$	50,279,211 \$	41,645,900 \$	
	Trolleybus wheelchair-lift OEM	\$ 2,515,844	0.00%	Programming \$ 2,448,531 \$ Finance Costs \$ - \$ Total \$ 2,448,531 \$	- \$	607,194 \$	378,938 \$	533,000 \$	219,102 \$	142,990 \$	207,010 \$	360,297 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
	F-Line OEM	\$ 5,088,090	0.00%	Programming \$ 5,168,000 \$ Finance Costs \$ - \$ Total \$ 5,168,000 \$	- \$	1,240,000 \$	1,184,000 \$	1,084,000 \$	977,000 \$	683,000 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
18	Total Vehicles	\$ 603,808,116	12.11%	Programming \$ 528,781,285 \$ Finance Costs \$ 73,101,614 \$ Total \$ 601,882,899 \$	- \$	3,058,347 \$	1,870,767 \$	8,697,702 \$	12,955,068 \$	5,010,322 \$	7,401,505 \$	10,314,127 \$	4,476,590 \$	5,976,681 \$	16,347,120 \$	4,737,587 \$	26,652,381 \$	50,279,211 \$	41,645,900 \$	
	Rehab/Upgrades Existing Facilities-BART	\$ 2,009,758	2.92%	Programming \$ 1,950,937 \$ Finance Costs \$ 58,594 \$ Total \$ 2,009,530 \$	- \$	- \$	- \$	236,864 \$	146,751 \$	- \$	- \$	741 \$	674 \$	- \$	- \$	- \$	- \$	- \$	- \$	44,328 \$
	Rehab/Upgrades Existing Facilities-MUNI	\$ 81,060,226	14.62%	Programming \$ 69,161,047 \$ Finance Costs \$ 11,847,024 \$ Total \$ 81,008,071 \$	- \$	800,780 \$	35,784 \$	174,116 \$	577,391 \$	787,633 \$	95,861 \$	1,176,506 \$	1,913,212 \$	4,667,074 \$	3,761,805 \$	5,017,155 \$	10,769,783 \$	2,015,158 \$	5,017,155 \$	10,818,991 \$
20P	Rehab/Upgrades Existing Facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$ 6,713,001 \$ Finance Costs \$ 1,381,086 \$ Total \$ 8,094,087 \$	- \$	252 \$	(41,416) \$	27,287 \$	2,279,311 \$	368,859 \$	392,863 \$	396,729 \$	110,833 \$	2,859 \$	10,605 \$	(458) \$	- \$	- \$	- \$	718,579 \$
	Rehab/Upgrades Existing Facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$ 10,007,685 \$ Finance Costs \$ 100,163 \$ Total \$ 10,107,848 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
	Facilities Subtotal	\$ 101,325,282	13.21%	Programming \$ 87,832,670 \$ Finance Costs \$ 13,386,867 \$ Total \$ 101,219,537 \$	- \$	801,032 \$	(5,633) \$	443,288 \$	3,051,374 \$	1,777,469 \$	503,932 \$	1,603,192 \$	2,760,431 \$	1,926,341 \$	4,685,780 \$	3,768,560 \$	5,017,850 \$	5,019,888 \$	11,609,890 \$	
21	Muni MMX OEM	\$ 16,518,835	0.00%	Programming \$ 16,781,000 \$ Finance Costs \$ - \$ Total \$ 16,781,000 \$	- \$	4,000,000 \$	3,819,000 \$	3,497,000 \$	3,151,000 \$	416,520 \$	1,897,480 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
	Total Facilities	\$ 117,844,117	11.36%	Programming \$ 104,613,670 \$ Finance Costs \$ 13,386,867 \$ Total \$ 118,000,537 \$	- \$	4,801,032 \$	3,813,367 \$	3,935,267 \$	6,154,453 \$	1,573,013 \$	2,386,204 \$	1,573,235 \$	2,735,779 \$	1,916,071 \$	4,677,679 \$	3,761,348 \$	5,017,155 \$	5,019,888 \$	11,532,691 \$	
	Guideways-BART	\$ 7,373,824	0.46%	Programming \$ 7,339,709 \$ Finance Costs \$ 33,660 \$ Total \$ 7,373,368 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,178,950 \$	23,465 \$	229,196 \$	157,338 \$
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$ 277,769,396 \$ Finance Costs \$ 15,661,579 \$ Total \$ 293,430,975 \$	- \$	175,239 \$	1,207,736 \$	3,674,641 \$	835,289 \$	3,006,872 \$	6,953,538 \$	4,346,680 \$	7,331,097 \$	3,008,107 \$	9,064,851 \$	7,737,728 \$	7,171,839 \$	23,465 \$	229,196 \$	157,338 \$
	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$ 25,136,242 \$ Finance Costs \$ 4,173,709 \$ Total \$ 29,309,951 \$	- \$	(50,655) \$	6,634 \$	570,290 \$	448,304 \$	283,493 \$	535,001 \$	494,017 \$	1,797,337 \$	960,147 \$	868,354 \$	1,587,340 \$	1,587,340 \$	216,578 \$	763,766 \$	4,111,599 \$
	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$ 34,389,520 \$ Finance Costs \$ 2,262,772 \$ Total \$ 36,652,292 \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$	- \$
				Programming \$ 344,654,866 \$	- \$	124,584 \$	1,214,369 \$	4,244,930 \$	1,283,593 \$	3,290,366 \$	7,488,540 \$	4,840,697 \$	7,515,225 \$	8,291,244 \$	3,876,461 \$	11,831,140 \$	7,411,882 \$	8,730,690 \$	34,040,796 \$	

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
	Total Guideways	\$ 366,900,403	6.03%	\$ 366,766,587	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,697	\$ 7,515,225	\$ 8,291,244	\$ 3,876,461	\$ 11,831,140	\$ 7,411,882	\$ 8,730,690	\$ 34,060,862
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,088,552,636	9.98%	\$ 1,086,650,022	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,393,114	\$ 9,873,700	\$ 17,276,248	\$ 16,728,059	\$ 14,727,594	\$ 16,183,996	\$ 24,901,260	\$ 20,330,075	\$ 36,079,421	\$ 64,027,056	\$ 87,219,387
	TOTAL TRANSIT	\$ 1,830,472,490	9.57%	\$ 1,786,820,371	\$ 40,020	\$ 19,173,929	\$ 65,500,858	\$ 42,698,829	\$ 67,153,039	\$ 37,566,820	\$ 30,141,425	\$ 49,729,877	\$ 71,056,026	\$ 77,867,124	\$ 50,267,069	\$ 48,872,892	\$ 82,163,607	\$ 94,096,232	\$ 114,165,084
	PARATRANSIT	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Paratransit	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL PARATRANSIT	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STREETS AND TRAFFIC SAFETY	\$ 94,745,719	11.59%	\$ 94,745,719	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 154,880
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%	\$ 94,745,719	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 154,880
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 94,745,719	11.59%	\$ 94,745,719	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 154,880
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 2,428,457	13.41%	\$ 2,367,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Visitation Valley Watershed	\$ 17,944,265	0.00%	\$ 17,943,584	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 37,731	\$ 214,815	\$ 2,444,853	\$ 58,634	\$ 533,683
28	Illinois Street Bridge	\$ 2,000,000	0.00%	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SRTraffic Study	\$ 239,257	0.00%	\$ 239,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	\$ 4,118,618	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ 87,093	\$ 95,867	\$ 95,867	\$ 100,761	\$ 197,660	\$ 197,660	\$ 273,497	\$ 273,497	\$ 172,603	\$ 143,527	
	Total New and Upgraded Streets	\$ 124,162,488	0.71%	\$ 124,162,488	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 413,228	\$ 388,779	\$ 146,205	\$ 247,942	\$ 65,586	\$ 236,342	\$ 612,045	\$ 258,274	\$ 705,948
31	New Signals and Signs	\$ 43,185,864	2.27%	\$ 43,181,495	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,007	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,590,297
32	Advanced Technology and Information Systems (SF80)	\$ 20,695,719	0.46%	\$ 20,693,974	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -
33	Signals and Signs	\$ 105,153,392	0.76%	\$ 105,144,679	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,706	\$ 3,732,254	\$ 3,109,290	\$ 825,097	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,613,438	\$ 1,509,160	\$ 3,218,153	\$ 2,098,352
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	\$ 141,494,379	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,718	\$ 2,252,503	\$ 1,834,995	\$ 2,288,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,945	\$ 1,964,180	\$ 3,940,727
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	\$ 27,274,261	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
				Total \$	2,149,645	\$	477,000	\$	394,000	\$	341,647	\$	-	\$	-	\$	-	\$	-
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653 Finance Costs \$ 388,559 Total \$ 20,813,212	-	6,427	495,880	590,800	554,448	1,184,553	616,522	611,159	595,560	530,325	693,982	458,778	589,750	610,854	234,963
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489 Finance Costs \$ 6,830,365 Total \$ 72,720,855	-	844,629	534,995	1,226,670	1,122,376	727,997	309,998	1,243,702	1,217,539	1,313,231	967,649	1,195,401	966,874	384,173	1,243,115
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722 Finance Costs \$ 3,730,647 Total \$ 32,964,370	-	302,872	326,497	536,091	576,622	283,131	521,503	848,697	1,182,644	1,166,830	617,699	370,510	1,640,884	1,085,246	327,583
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968 Finance Costs \$ 2,358,653 Total \$ 28,464,622	-	356,707	272,472	322,245	307,623	263,905	845,217	595,747	543,858	705,732	700,377	925,858	1,469,571	1,166,190	653,235
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261 Finance Costs \$ 14,091 Total \$ 28,222,352	-	871,446	-	439,846	651,359	728,820	113,051	959,332	816,272	857,771	746,554	881,806	275,817	753,388	28,349
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527 Finance Costs \$ 212,326 Total \$ 39,234,853	-	1,231,400	857,000	893,999	929,155	975,463	869,596	1,201,267	1,034,493	1,223,175	956,791	1,232,164	1,039,806	839,352	254,970
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 686,617,274	6.02%	Programming \$ 630,840,310 Finance Costs \$ 41,318,646 Total \$ 672,158,955	70,000	15,199,761	20,670,294	20,762,157	20,051,337	21,166,165	13,328,743	23,684,516	19,551,732	13,926,253	12,348,006	12,375,874	33,698,762	12,822,085	12,780,932
43	TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451 Finance Costs \$ 1,336,592 Total \$ 13,873,044	-	426,701	274,374	348,614	199,797	165,048	191,313	183,213	271,806	294,502	574,190	243,683	419,385	443,877	2,906
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580 Finance Costs \$ 2,292,920 Total \$ 21,032,499	-	18,990	149,000	296,000	73,560	327,985	384,646	99,351	264,663	831,581	553,884	824,454	881,833	1,375,135	435,183
	TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 34,931,502	10.39%	Programming \$ 31,276,031 Finance Costs \$ 3,629,512 Total \$ 34,905,543	-	445,691	423,374	644,614	273,357	493,033	575,958	282,563	536,469	1,126,083	1,128,074	1,068,137	1,301,217	1,819,012	438,088
	TOTAL STRATEGIC PLAN	\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072 Finance Costs \$ 254,527,772 Total \$ 2,735,358,845	110,020	35,326,414	108,209,072	76,146,649	98,822,046	69,891,762	53,206,190	83,101,275	101,105,411	101,293,756	74,489,906	72,681,320	127,786,703	118,818,852	141,146,702

Draft 2019 Prop K Strategic Plan Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with 18 columns (EP No., EP Line Item, FY2018/19, FY2019/20, FY2020/21, FY2021/22, FY2022/23, FY2023/24, FY2024/25, FY2025/26, FY2026/27, FY2027/28, FY2028/29, FY2029/30, FY2030/31, FY2031/32, FY2032/33, FY2033/34) and multiple rows of financial data.

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 1,364,630	\$ 627,659	\$ 759,632	\$ 812,238	\$ 837,680	\$ 838,143	\$ 740,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ 869,255	\$ 664,756	\$ -
		\$ 5,834	\$ 8,771	\$ 11,611	\$ 16,155	\$ 21,045	\$ 33,864	\$ 31,487	\$ 31,331	\$ 31,590	\$ 32,274	\$ 33,627	\$ 37,043	\$ 35,677	\$ 34,930	\$ -	\$ -
		\$ 1,370,464	\$ 636,430	\$ 771,243	\$ 828,393	\$ 858,725	\$ 872,007	\$ 771,874	\$ 800,392	\$ 829,376	\$ 863,424	\$ 899,967	\$ 995,000	\$ 949,652	\$ 904,186	\$ 664,756	\$ -
38	Traffic Calming	\$ 8,019,802	\$ 7,267,652	\$ 8,363,180	\$ 9,513,167	\$ 9,256,101	\$ 3,995,501	\$ 1,975,000	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
		\$ 8,019,802	\$ 7,267,652	\$ 8,405,175	\$ 9,825,678	\$ 9,833,939	\$ 4,860,815	\$ 2,783,933	\$ 2,460,606	\$ 2,535,827	\$ 1,504,686	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,584,493	\$ 4,962,958	\$ 4,399,758	\$ 3,980,758	\$ 2,099,758	\$ 1,399,758	\$ 990,000	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 49,765	\$ 176,735	\$ 287,996	\$ 333,413	\$ 469,776	\$ 444,656	\$ 407,507	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
		\$ 1,584,493	\$ 5,012,723	\$ 4,576,493	\$ 4,268,754	\$ 2,433,171	\$ 1,869,534	\$ 1,394,656	\$ 476,936	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 3,047,253	\$ 2,636,637	\$ 1,894,077	\$ 1,426,000	\$ 2,140,963	\$ 1,000,000	\$ 834,080	\$ 873,919	\$ 911,409	\$ 952,678	\$ 980,228	\$ 279,987	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 75,645	\$ 107,592	\$ 126,605	\$ 174,388	\$ 239,160	\$ 222,537	\$ 221,544	\$ 223,418	\$ 228,128	\$ 236,548	\$ 215,143	\$ 166,587	\$ 121,359	\$ -	\$ -
		\$ 3,047,253	\$ 2,712,282	\$ 2,001,669	\$ 1,552,605	\$ 2,315,351	\$ 1,239,160	\$ 1,056,618	\$ 1,095,464	\$ 1,134,827	\$ 1,180,807	\$ 1,216,776	\$ 495,130	\$ 166,587	\$ 121,359	\$ -	\$ -
41	Curb Ramps	\$ 1,380,561	\$ 775,000	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 3,012,061	\$ 1,086,032	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,346,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,380,561	\$ 775,000	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 3,012,061	\$ 1,086,032	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,346,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
42	Tree Planting and Maintenance	\$ 2,336,179	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ 1,626,895	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -
		\$ 2,336,179	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,933,903	\$ 1,509,268	\$ 1,562,131	\$ 1,622,471	\$ 1,690,797	\$ 1,874,108	\$ 1,980,016	\$ 2,053,639	\$ 1,626,895	\$ -
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 70,378,632	\$ 30,347,246	\$ 31,237,385	\$ 28,480,223	\$ 28,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
		\$ 1,541,990	\$ 2,532,473	\$ 2,436,446	\$ 2,689,832	\$ 2,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
		\$ 71,920,622	\$ 32,879,719	\$ 33,673,831	\$ 33,649,141	\$ 31,362,626	\$ 22,658,225	\$ 29,087,154	\$ 21,925,350	\$ 21,823,416	\$ 21,468,534	\$ 21,146,215	\$ 22,051,508	\$ 21,299,292	\$ 16,767,457	\$ 12,475,318	\$ -
	TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIA	\$ 1,780,913	\$ 1,933,610	\$ 1,285,000	\$ 636,000	\$ 430,000	\$ 430,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
	Transportation Demand Management /	\$ -	\$ 61,212	\$ 88,884	\$ 96,210	\$ 121,914	\$ 130,655	\$ 121,488	\$ 120,901	\$ 121,914	\$ 124,558	\$ 121,744	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
	Parking Management	\$ 1,780,913	\$ 1,994,822	\$ 1,373,884	\$ 732,210	\$ 527,340	\$ 560,655	\$ 513,065	\$ 532,920	\$ 552,913	\$ 577,168	\$ 436,059	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 3,271,855	\$ 2,233,115	\$ 2,080,000	\$ 375,000	\$ 1,250,000	\$ 1,250,000	\$ 548,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 3,292,392	\$ 2,338,015	\$ 2,230,960	\$ 514,707	\$ 1,413,884	\$ 1,500,525	\$ 781,341	\$ 810,040	\$ 838,995	\$ 242,316	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
	TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 5,052,768	\$ 4,166,725	\$ 3,365,000	\$ 1,011,000	\$ 1,680,000	\$ 1,680,000	\$ 939,809	\$ 989,997	\$ 1,035,982	\$ 484,765	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 5,073,306	\$ 4,332,837	\$ 3,604,844	\$ 1,246,917	\$ 1,941,225	\$ 2,061,180	\$ 1,294,406	\$ 1,342,960	\$ 1,391,908	\$ 819,484	\$ 620,143	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
	TOTAL STRATEGIC PLAN	\$ 314,089,653	\$ 147,248,329	\$ 141,346,218	\$ 99,247,557	\$ 109,173,541	\$ 102,832,446	\$ 69,915,904	\$ 38,740,823	\$ 35,115,153	\$ 34,471,897	\$ 34,547,584	\$ 36,481,221	\$ 35,671,212	\$ 23,459,051	\$ 15,098,223	\$ -
		\$ 9,323,634	\$ 17,493,104	\$ 17,948,123	\$ 18,624,322	\$ 18,264,400	\$ 25,582,560	\$ 22,810,607	\$ 21,024,501	\$ 19,100,176	\$ 17,048,283	\$ 14,866,083	\$ 12,587,996	\$ 10,340,045	\$ 7,792,127	\$ 741,404	\$ 2,236,587
		\$ 323,413,287	\$ 164,741,434	\$ 159,294,341	\$ 117,871,880	\$ 127,437,941	\$ 128,415,006	\$ 92,726,510	\$ 59,765,325	\$ 54,215,329	\$ 51,520,180	\$ 49,413,667	\$ 49,069,217	\$ 46,011,257	\$ 31,251,178	\$ 15,839,627	\$ 2,236,587

Memorandum

Date: October 31, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/18 Board Meeting: Adopt the 2019 Prop K Strategic Plan

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the 2019 Prop K Strategic Plan. <p>SUMMARY</p> <p>At its May 22, 2018 meeting, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline, which established how much Prop K is projected to be available by fiscal year for each Expenditure Plan category through the end of the 30-year Expenditure Plan period (March 2034). The baseline incorporated actual revenues and expenditures since the 2014 Strategic Plan, updated revenue projections, and made minor revisions to the Strategic Plan policies. It also included revising programming and cash flow assumptions for the major capital projects and the paratransit operations categories which do not have a 5-Year Prioritization Program (5YYP) requirement. On October 16, the Board approved the first ten 5YPPs for the programmatic (i.e., non-project specific) categories on their first read. This month, we are presenting the remaining eighteen 5YPPs for adoption as a separate item on this agenda. Assuming adoption of the remaining 5YPPs, we are seeking adoption of the 2019 Strategic Plan as the final step of the 2019 Strategic Plan and 5YPP update. We estimate \$2,540.3 million in total funds available for projects over the 30-year Expenditure Plan period, \$10.7 million higher than what was adopted in the 2014 Strategic Plan. This is the net result of lower than anticipated financing costs due to slower expenditures which offset a modest decrease (\$50 million) in revenues and the significant advancement of funds primarily to support fund exchanges for Central Subway and light rail vehicles, as described in the 5YPP item. In the 2019 Strategic Plan we estimate a total long-term debt need of \$718 million, resulting in a 1% increase in financing costs as a percentage of total funds available when compared to the 2014 Strategic Plan (up from \$296 million to \$322 million) and a 1.5% increase when compared to the 2019 Strategic Plan Baseline (up from \$277.7 million).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
--	--

DISCUSSION**Background.**

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic 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 5YPPs to guide the implementation of the program while supporting transparency and accountability.

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 5YPPs identify the specific projects that will be funded with Prop K. We last updated the 5YPPs in 2014, which identified projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19).

In May 2018 the Transportation Authority Board adopted the 2019 Strategic Plan Baseline. The baseline updated the three components of the Strategic Plan: policies, revenues, and expenditures. The 2019 Strategic Plan policies included minor updates for clarity purposes and are structured around the Strategic Plan's guiding principles to optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize cost effectiveness of financing.

2019 Prop K Strategic Plan.

We are not proposing any changes to the policies or revenue projections that were adopted in the Strategic Plan Baseline. We are recommending changes to the proposed programming and reimbursement schedules for projects, consistent the 2019 5YPPs, which impacts the amount of financing assumed in the Strategic Plan. The attached presentation provides an overview of the 2019 Strategic Plan. Attachments 2 and 3 reflect the programming and reimbursement schedules from the 2019 5YPPs, and show the amount of Prop K funds available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034.

Highlights of the 2019 Strategic Plan are also provided below.

Revenues: As presented in the baseline, Prop K sales tax revenue, when compared with the 2014 Strategic Plan, are estimated to be about 1% or \$47.7 million lower over the 30-year Expenditure Plan, for a total of \$3.30 billion versus the \$3.35 billion in the 2014 Strategic Plan.

Funds Available for Projects: Despite lower revenues, funds available to projects is about the same as in the 2014 Strategic Plan (\$2.54 billion vs. \$2.53 billion, about \$10 million), due to our lowering of the capital reserve as we move closer to the end of the 30-year expenditure plan period.

Financing Costs: In the 2019 Strategic Plan, we estimate a total long-term debt need of \$718 million, including the revenue bond we issued last year. Estimated financing costs for the entire Prop K Expenditure Plan period are \$322 million, slightly higher than the \$296 million that was anticipated in

Agenda Item 7

the 2014 Strategic Plan and an increase of about 1% of funds available to the capital program. This is a slight reversal in the long trend of financing costs dropping with each subsequent Strategic Plan update. This modest uptick in projected financing is primarily the result of advancing funds from the outyears to support the potential for accelerated delivery of Muni's light rail vehicles and to support \$20 million in fund exchanges to reduce our longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway. There is also more modest advancing of funds in the bicycle, pedestrian, and traffic calming projects over the next five years in support of Vision Zero.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. We fully expect actual financing costs to be significantly lower as allocations and reimbursements typically happen at a slower pace than project sponsors propose at the time of programming.

Projects: The 2019 Strategic Plan incorporates programming and reimbursement schedules as adopted or proposed in the 2019 5YPPs. Through this update we continue supporting the delivery of important transportation improvements such as the replacement of the entire Muni rubber and light rail vehicle (LRV) fleet. We have been able to provide the last \$5 million to fully fund San Francisco's \$80 million commitment to the Caltrain Electrification project, provide \$20 million to reduce our Regional Improvement Program commitment to Central Subway, fund pedestrian and bicycle safety improvements in support of Vision Zero, replenish funding for Cycle 2 of the Neighborhood Transportation Improvement Program, and continuing to support the city's street resurfacing program, among others.

Next Steps.

Following adoption of the 2019 Strategic Plan, we will publish the final Strategic Plan document, which along with the 2019 5YPPs, will guide allocations of Prop K funds for the next 5 years.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the Strategic Plan and the 5YPPs programs funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted Fiscal Year 2018/19 budget since actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2019 Strategic Plan Presentation

Attachment 2 – Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Attachment 3 – Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)



This Page Intentionally Left Blank

RESOLUTION ADOPTING THE FINAL FREEWAY CORRIDOR MANAGEMENT STUDY PHASE 2 REPORT, AUTHORIZE THE EXECUTIVE DIRECTOR TO AMEND COOPERATIVE AGREEMENT NO. 04-2647 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE U.S. 101/I-280 MANAGED LANES FOR AN ADDITIONAL \$152,000 IN A TOTAL AMOUNT NOT TO EXCEED \$227,000, AND APPROVE A PROP K/LOCAL PARTNERSHIP PROGRAM FUND EXCHANGE FOR THE U.S. 101/I-280 MANAGED LANES PROJECT,

WHEREAS, The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors; and

WHEREAS, The San Francisco Freeway Corridor Management Study (FCMS) is a performance-based assessment of strategies that is focused on producing near and mid-term recommendations for implementation in the next five to ten years; and

WHEREAS, The FCMS has two phases, and Phase 1 set the foundation for the technical analysis in Phase 2; and

WHEREAS, Phase 1 proposed a goals-based evaluation framework for the subsequent technical analysis, and identified the range of potential freeway management strategies to be analyzed; and

WHEREAS, Phase 2 involved the performance-based technical analysis of three operational scenarios and a no-build scenario, and produced a recommended freeway corridor management strategy and implementation plan; and

WHEREAS, Phase 2 results in a staff recommendation of High Occupancy Toll Lane with 3 or more persons (HOT3+) for further study as summarized in the attached final report; and

WHEREAS, In December 2017, through Resolution 18-25, the Transportation Authority



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

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

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

WHEREAS, The Transportation Authority is responsible for all project costs, including preparation of the PSR/PDS report, and reimbursement to Caltrans for review and approval of the PSR/PDS; and

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

WHEREAS, Sufficient funds for Fiscal Year 2018/19 project activities are included in the proposed Fiscal Year 2018/19 budget; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than \$50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program (\$100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On December 6, 2017 the CTC adopted LPP Formulaic Program formula share distributions for Fiscal Years (FYs) 2017/18 and 2018/19 and the Transportation Authority's share is estimated to be \$4.189 million (\$2.106 in FY 2017/18 and \$2.083 in FY 2018/19); and

WHEREAS, Transportation Authority staff identified SFPW's street resurfacing projects shown in Attachment 1 as good candidates for LPP funding given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of the Transportation Authority's LPP formula shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

WHEREAS, On October 24, 2018, the Transportation Authority's Citizens Advisory Committee was briefed on the Phase 2 Report, the Co-operative Agreement, and the Funding Exchange, and adopted a motion of support for these three actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Final Freeway Corridor Management Study Phase 2 Report; and be it further

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

RESOLVED, That the Transportation Authority authorizes the Executive Director to



approve an amendment to Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes project in the County of San Francisco and part of San Mateo County for an additional amount of \$152,000 and a total amount not to exceed \$227,000; and be it further

RESOLVED, That the Transportation Authority approves a Prop K/Local Partnership Program Fund Exchange of up to \$4.1 million in Prop K funds for the U.S. 101/I-280 Managed Lanes Project.

Attachment:

1. Prop K/LPP Fund Swap Details

Enclosure:

San Francisco Freeway Corridor Management Study Phase 2 Report

Attachment 1. Prop K/Local Partnership Program (LPP) Fund Exchange

Table 1. Status of LPP Formulaic Programming for San Francisco Public Works' Street Resurfacing Projects as of October 18, 2018

Project Name	Programming Year	Status	Total LPP Amount	Cumulative LPP Amount
Parkmerced/Twin Peaks/Mt Davidson Manor Residential Street Resurfacing	FY17/18	Allocated	\$ 2,106,000	\$ 2,106,000
Alemany Blvd Pavement Renovation	FY18/19	Programmed ¹	\$ 1,750,000	\$ 3,856,000
Sunset and Parkside Residential Streets Pavement Renovation	FY19/20	Programmed	\$ 2,340,000 ²	\$ 6,196,000
Total			\$ 6,196,000	

¹ Allocation request is awaiting California Transportation Commission action at its December 5-6, 2018 meeting.

² Of the total amount, \$333,000 correspond to Cycle 1 funds that were reprogrammed from the Alemany Blvd Pavement Renovation project.

Table 2. Proposed Fund Exchange Scenarios¹

Scenario	SFPW Street Resurfacing LPP Funds	SFCTA US101/I280 Managed Lanes Prop K Funds ²	Notes
Scenario 1 Prop 6 fails, SB 1 revenues remain SFPW retains all LPP funds	\$6,196,000	\$4,100,000	
Scenario 2 Prop 6 passes, SB 1 revenues are repealed and SFPW retains first two years LPP funds	\$4,189,000 ³	\$2,500,000	Staff would seek amendment of the Street Resurfacing 5YPP to advance \$2.0 million to fully fund the Sunset/Parkside project.
Scenario 3 Prop 6 passes, SB 1 revenues are repealed and SFPW only retains first year LPP funds	\$2,106,000	\$1,200,000	Staff would seek amendment of the Street Resurfacing 5YPP to advance \$4.6 million to fully fund Alemany and Sunset/Parkside.

¹ Acronyms include: 5YPP – Prop K 5-Year Prioritization Program, LPP – Local Partnership Program, SB 1 – Senate Bill 1, SFCTA – San Francisco County Transportation Authority, and SFPW – San Francisco Public Works

² Should the Transportation Authority Board approve the fund exchange, we anticipate returning to the Board in January 2019 to amend the Prop K Strategic Plan and the Street Resurfacing 5YPP to program the Prop K funds to the US101/I280 Managed Lanes – Fund Exchange project, concurrent with seeking allocation of those funds.

³ This amount includes \$333,000 in Cycle 1 funds that are currently programmed to the Sunset/Parkside Pavement Renovation project.



Memorandum

Date: October 31, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 11/13/18 Board Meeting: Adopt the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange for the U.S. 101/I-280 Managed Lanes Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the Final Freeway Corridor Management Study (FCMS) Phase 2 Report • Approve an Amendment to Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes project in the County of San Francisco and part of San Mateo County for an additional amount of \$152,000 and a Total Amount Not to Exceed of \$227,000 • Approve a Prop K/Local Partnership Program (LPP) Fund Exchange of up to \$4.1 million in Prop K funds for the U.S. 101/I-280 Managed Lanes Project <p>SUMMARY</p> <p>We last brought an update on our San Francisco managed lanes planning work in April 2018, focusing on potential physical and operational alternatives and their preliminary results. We have completed additional analysis as requested by the Board and are ready to present final results and recommendations. We are also requesting Board approval to amend an existing Cooperative Agreement with Caltrans to continue the current Project Initiation Document (PID) phase effort, as well as approval of a fund exchange with San Francisco Public Works (SFPW) of up to \$4.1 million in Prop K funds with Senate Bill 1 (SB 1) LPP program funds that we programmed to SFPW street resurfacing projects. The fund exchange would support future preliminary engineering and technical studies including robust traffic and equity analyses for the U.S. 101/I-280 Managed Lanes project. The exchange is an “up to” amount since Prop 6 is on the November 6 ballot and, if it passes, would repeal SB 1 revenues, including the state gas tax.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
--	--

DISCUSSION

Background.

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

Carpool lanes are already in operation on U.S. 101 from Morgan Hill to Redwood City, covering about 42 miles along the Peninsula, primarily in Santa Clara County. Caltrans and San Mateo County are currently in the environmental assessment phase of a project to extend managed lanes on U.S. 101 from Redwood City to the I-380/U.S. 101 interchange, approximately 14 miles. We are collaborating with the San Mateo City and County Association of Governments (C/CAG) and the San Mateo County Transportation Authority (SMCTA) to study managed lanes north of I-380 on U.S. 101 in San Mateo county and into San Francisco and have participated in the 3-county Caltrans corridor study for the U.S. 101 corridor from Santa Clara to San Francisco.

Alternatives.

A detailed description of the study alternatives initially presented at the April 2018 Board meeting, including physical description and potential operational policies, is included as Attachment 1.

In summary, the four alternatives evaluated for a 2020 timeframe were:

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (High Occupancy toll or HOT3+).

In response to concerns voiced by Board members in April 2018 and in pursuit of the City's Transit First policies, improvements and additions to Muni and SamTrans service were included in all build scenarios. Muni service includes an enhancement to the 8BX service to run all day and take advantage of the lanes within San Francisco, as well as the addition of the Hunters Point Express and Candlestick Express service, currently planned to come online as development in each neighborhood proceeds, thereby serving both new and existing residents. Improved SamTrans service is based on the early findings of the in-progress U.S. 101 Express Bus Feasibility Study, and was modeled to include eight new express routes that serve both San Mateo County resident trips to San Francisco and San Francisco trips to job centers in San Mateo County.

Feasibility Analysis Results.

Details of the analysis methodology and results are included in Attachment 1. A summary by alternative follows.

No Build Scenario

Under the No-Build scenario (year 2020), congestion continues to get worse, with some bottlenecks resulting in an additional 2 to 5 minutes of travel time over existing conditions, doubling existing delays. Despite this, there remains no incentive to use transit or carpool in the corridor, as both buses and carpools remain subject to these increasing delays.

HOV2+ Scenario

In the HOV2+ Scenario, analysis results indicate that the carpool lane will be congested (especially when average 20% occupancy violation rates are included) between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario. In the general purpose lanes, delays increase by about two to three minutes in both the morning and evening in all directions except northbound in the a.m. peak hour, where travel times decrease by about two minutes. The HOV2+ Scenario has the least potential for growth in carpools and transit use since it will likely be full at the outset and is also not compatible with how the SM-101 Managed Lane will be operated, which could cause adverse operational impacts and enforcement challenges with going from 3+ to 2+. Additionally, the Transportation Authority Board also expressed a preference to avoid use of the lanes by Transportation Network Companies or TNCs (e.g., Uber and Lyft) that included only a driver and one passenger, a situation that would be legal under this policy.

HOV3+ Scenario

In the HOV3+ Scenario, initial analysis results indicate that the carpool lane will be free flowing and well under capacity, saving travelers in those lanes between 4 and 9 minutes between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario. The carpool lane provides an incentive to use transit and carpool, however with fewer 3+ person carpools forming under this scenario than there is lane capacity in the carpool lane, the remaining general purpose lanes remain significantly congested, thus moving fewer vehicles and people overall. In the general purpose lanes, delays increase by about 6 to 14 minutes in both the morning and evening in all directions except northbound in the a.m. peak hour, where travel times decrease by about two minutes.

HOT3+ Scenario

In the HOT3+ Scenario, analysis results indicate that the Express Lane will be free-flowing, saving travelers in those lanes between 4 and 9 minutes between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario, and can be actively managed through adjustments to pricing to maintain vehicle throughput just below capacity. In the general purpose lanes, delays increase by about 2 minutes in the northbound direction in the evening and 4 minutes in the southbound direction in the morning, while saving general purpose lane users about 3 minutes in both the northbound direction in the morning and the southbound direction in the evening.

Additional Policy Considerations

In addition to the transportation performance results of this feasibility analysis, regional policy conversations and consistency of driver experience factors also point to the need to look more critically at an HOV2+ scenario. The two existing carpool facilities into and out of San Francisco, the Bay Bridge and Golden Gate Bridge, both require 3 person or more carpools today. Additionally, Caltrans and MTC are currently leading an effort to increase the carpool occupancy requirement on

Agenda Item 8

I-880, CA 237, and U.S. 101 in Alameda and Santa Clara counties to 3+ under an Express Lane Scenario, and San Mateo County's preferred alternative for implementation of Express Lanes on U.S. 101 as far north as I-380 is also 3+ occupancy. Adopting a different occupancy policy along a single corridor or connected facility could create significant driver confusion, traffic operations, and occupancy enforcement difficulties.

Feasibility Study Recommendations.

HOT3+ is the recommended option for further analysis because it strikes the best balance amongst various factors (time savings incentives, opportunities to increase transit ridership and ridesharing, and the impact on the general purpose lanes) while advancing the goals of this study, and warrants more detailed evaluation in subsequent project phases. HOV3+ creates substantial additional congestion in the corridor, reduces person throughput, and HOV2+ is inconsistent with regional and corridor policy and will likely not achieve the outcomes calculated by this feasibility analysis in real-world conditions (for example, given some additional percentage of "cheaters" in the carpool lane). We recommend not advancing HOV2+ and HOV3+ scenarios for further study.

Outreach.

The study team has met with numerous community, advocacy, and business groups to introduce and hear feedback on the concept of a freeway management strategy in San Francisco, including the potential for Express Lanes. At this feasibility phase of the project, the outreach strategy was focused on educating stakeholders about the project and the concepts under evaluation while collecting questions and concerns that are important to community members. These included concerns about socio-economic equity, the potential for diversions, and adequacy of transit options in the affected corridors. As a result of Board and community feedback, project staff propose to conduct more detailed equity analyses and multimodal traffic studies, and include additional improvements to transit as priorities should the study move into subsequent phases of environmental review and design.

In addition to public outreach, in October, Transportation Authority staff and Board members together with staff and leaders from San Mateo county, participated in a study tour of a HOT lane facility in Los Angeles operated by Metro, Los Angeles County's Congestion Management Agency. This was followed by a roundtable discussion on equity and pricing with Metro leadership and staff as well as a university researcher in the field. Metro staff were able to provide valuable information about the planning, development, and operation of a freeway management program, particularly including strategies and policies to address concerns of low-income travelers. Learnings from this visit will inform our proposed equity analysis in the next phase of work.

Caltrans Cooperative Agreement Amendment.

The Transportation Authority entered into a limited Cooperative agreement with Caltrans for up to \$75,000 in July 2018, for reimbursement of their services in the PID phase. The total cost of Caltrans services is \$227,000. At this time, we would like to amend this agreement for the full amount to reimburse Caltrans for their services during this phase of the project.

Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the U.S. 101/I-280 Managed Lanes project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. The culmination of this phase of work will be approval of the PID document, namely a Project Study Report/Project Development Support (PSR/PDS), and hence approval to move into the environmental clearance phase. The Transportation Authority is responsible for preparation of the PSR/PDS and reimbursement to Caltrans for staff review time.

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

The overall project budget for the current PID phase of work is \$1,450,000. We have secured full funding for this phase including \$200,000 from Prop K, \$500,000 in Congestion Management Agency (CMA) planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with SMCTA.

Prop K/Local Partnership Program Fund Exchange.

In December 2017 the Transportation Authority Board approved \$6 million in LPP Formulaic Program funds for SFPW's street resurfacing projects, but deferred action on a proposed fund exchange of \$4.1 million in Prop K funds for the US101/I-280 Managed Lanes project. As administrator of the Prop K sales tax program, we receive about \$2.1 million annually from the LPP Formulaic Program, which was established by SB 1 in 2017. This \$6 million covers the first three years of the LPP and programming is subject to approval by the California Transportation Commission (CTC).

Concurrent with seeking approval of the project feasibility study, we are now seeking approval of the Prop K/LPP fund exchange to enable preliminary engineering and an equity analysis of the proposed Project. Given the uncertainty created by Prop 6, which would repeal the SB 1 revenues that fund the LPP, we have developed, together with SFPW, three scenarios for the fund exchange described in Attachment 2. The amount available for the managed lanes project ranges from \$4.1 million to \$1.2 million depending on whether Prop 6 fails (in which case \$4.1 million will be available for the project) or if it passes, how much of the \$6 million SFPW will retain. If Prop 6 passes, we will seek Board approval to advance Prop K street resurfacing funds to ensure that the three street resurfacing projects SFPW plans to fund with the \$6 million in LPP funds are fully funded.

Next Steps.

As noted above, we have started development of the Caltrans scoping document (PID) and anticipate completing this phase of work by Spring of 2019. Subsequent phases of the project include development of a full program of multimodal system and demand management strategies, including increased transit service, low-income assistance programs, ride matching, hours of operation, and many other policies to be paired with any potential implementation of the physical components currently under investigation. Additional policy considerations beyond occupancy for the managed lane that need to be considered before implementing this project could include statewide or even national policies pertaining to lane conversion of general purpose lanes to managed lanes, local or regional policies around private shuttle use of managed lanes, and local San Francisco policy around TNC use of managed lanes.

Should the Board approve the fund exchange described above, we will return to the Board in early 2019 to program and allocate the funds to the Project. We will also seek collaboration and matching contributions for next phase work from private employers, similar to San Mateo's approach. This funding will allow the project team to conduct the environmental document-level traffic analysis for the range of alternatives resulting from the PID phase, as well as conduct a robust equity analysis to determine the extent of low-income traveler impacts and how these can be mitigated.

In addition, future phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridors Program, which names the U.S.

Agenda Item 8

101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named targeted corridors in the enabling legislation, as well as Regional Measure 3 bridge tolls since the project is part of a regional network of Express Lanes prioritized by the MTC.

FINANCIAL IMPACT

Budget for services identified in Cooperative Agreement No. 04-2647 will be provided for by Prop K sales tax funds appropriated in December 2017 through Resolution 18-25, federal CMA planning funds, and Measure A sales tax funds from SMCTA. Amounts corresponding to this year's anticipated expenditures are included in the Transportation Authority's adopted Fiscal Year 2018/19 budget.

CAC POSITION

The CAC considered this item at its October 24, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Alternatives Description and Analysis Result Details

Attachment 2 – Prop K/LPP Fund Swap Details

Enclosure – Freeway Corridor Management Study Phase 2 Draft Final Report

Attachment 1.

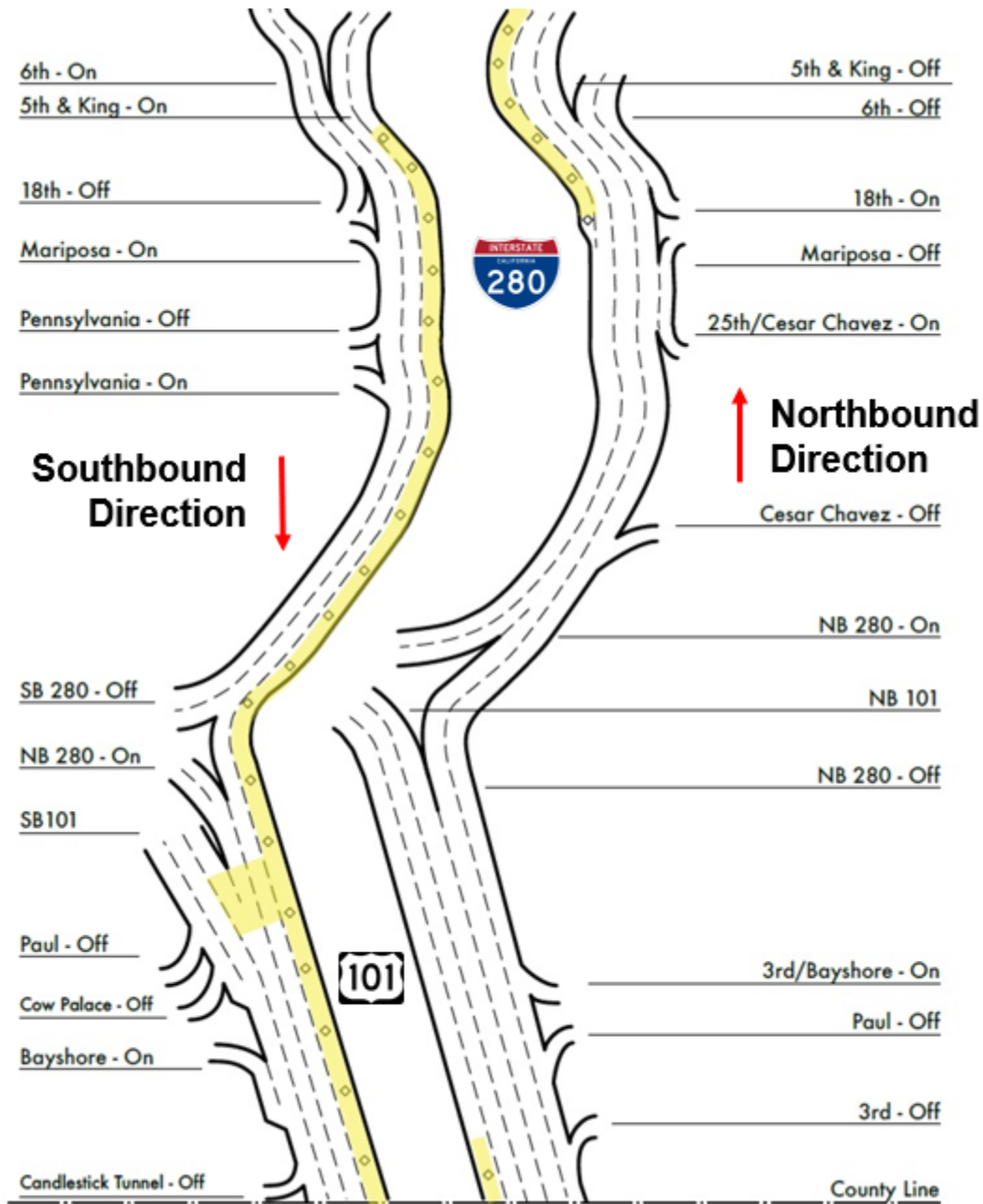
Alternatives:

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

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

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

Figure 1 includes a lane diagram figure illustrating this concept.



The operational scenarios considered with this physical alternative include:

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (HOT3+).

Alternatives Evaluation:

The analysis was performed by determining the demand for travel across all modes and routes in each scenario in the Transportation Authority's travel demand model, SF-CHAMP, and then applying these

demands to a high-level, morning and evening peak hour traffic model. This analysis provided information about travel times and delays for both carpool/Express Lane users and non-users, estimates of the change in number of people moved through the corridor, and city/area-wide metrics like overall vehicle miles traveled and air quality impacts. The travel demand model does not take into account factors that may impact real world operation of a facility including potential violators, clean air vehicles, and variations in traffic volumes for special events.

Results of the operational analysis indicate technical feasibility of the proposed lane configuration (based on overall person throughput of the facility and level of delay to vehicles in general purpose lanes) under at least one of the three evaluated operational policies, and are summarized below and in Tables 1 and 2:

Under the No-Build scenario, congestion continues to get worse, with some bottlenecks resulting in an additional 2 to 5 minutes of travel time over existing conditions, doubling existing delays.

In all build scenarios for 2020, the model results show that the carpool or Express Lane will be free-flowing, saving travelers in those lanes between four and nine minutes between the I-380 interchange and down town San Francisco compared to the No-Build scenario. However, the impacts to the general purpose lanes and person throughput, or people moved in the corridor, would vary:

- HOV2+ increases delay to general purpose lane users by about two to three minutes in both the morning and evening in all directions except northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets increases by between 600 to 1900 travelers, depending on direction and time of day, an increase of 13% to 43%.
- HOV3+ increases delay to general purpose lane users by about six to 14 minutes in both the morning and evening in all directions except Northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets decreases in some times and directions as a result of significant new congestion, by between 500 and 1100 fewer travelers, or a reduction in 5% to 12%, while in other times person throughput increases by between 200 to 1600 travelers, an increase of 7% to 33%.
- HOT3+ increases delay to general purpose lane users by about two to four minutes in the northbound direction in the evening and southbound direction in the morning, while saving general purpose lane users about three minutes in the northbound direction in the morning and the southbound direction in the evening. Person throughput at Harney and Mariposa Streets increases by between 100 to 2200 travelers, depending on direction and time of day, an increase of 2% to 43%.

Table 1: Travel Time

Direction	Operational Scenario in 2020	AM Peak Hour		PM Peak Hour	
		GP Lane	Managed Lane	GP Lane	Managed Lane
Northbound I-380 to Downtown SF	No Build	24 minutes	-	20 minutes	-
	2-person carpool (HOV2+)	-2	-7	+3	-8
	3-person carpool (HOV3+)	-2	-7	+6	-9
	3-person carpool with option to buy into lane (HOT3+)	-3	-7	+2	-8
Southbound Downtown SF to I-380	No Build	17 minutes	-	15 minutes	-
	2-person carpool (HOV2+)	+2	-6	+2	-4
	3-person carpool (HOV3+)	+10	-6	+13	-4
	3-person carpool with option to buy into lane (HOT3+)	+4	-6	-3	-4

Table 2: Person Throughput

Segment	Screenline Location	Operational Scenario in 2020	AM	PM
US 101 NB	Between Harney Way off-ramp and Harney Way on-ramp (SF County Line)	2-person carpool (HOV2+)	+14%	+13%
		3-person carpool (HOV3+)	-12%	-9%
		3-person carpool with option to buy into lane (HOT3+)	+7%	+14%
US 101 SB	Between Bayshore Blvd on-ramp and Alana Way off-ramp (SF County Line)	2-person carpool (HOV2+)	+17%	+19%
		3-person carpool (HOV3+)	-5%	-8%
		3-person carpool with option to buy into lane (HOT3+)	+11%	+26%
I-280 NB	Between 18 th Street on-ramp and 6 th Street off-ramp	2-person carpool (HOV2+)	+40%	+18%
		3-person carpool (HOV3+)	+33%	+10%
		3-person carpool with option to buy into lane (HOT3+)	+24%	+8%
I-280 SB	Between 18 th Street off-ramp and 18 th Street on-ramp	2-person carpool (HOV2+)	+16%	+43%
		3-person carpool (HOV3+)	+7%	+19%
		3-person carpool with option to buy into lane (HOT3+)	+2%	+43%



This Page Intentionally Left Blank



RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO MSA DESIGN & CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$420,000 FOR PLANNING AND TECHNICAL SERVICES FOR THE CONNECTSF STREETS AND FREEWAYS STUDY AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

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

WHEREAS, Phase 1 of ConnectSF defined a 50-year vision for San Francisco's future that represents San Francisco's goals and aspirations as a city within the larger Bay Area; and

WHEREAS, Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision, including the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways Study (2018-19); and

WHEREAS, The Transportation Authority is seeking planning and technical services for the Streets and Freeways Study, which will identify a preferred future vision, combining urban design physical and operational concepts, for the network of major arterials and freeways within the city and will feed into the next countywide transportation plan update; and

WHEREAS, On August 30, 2018, the Transportation Authority issued a Request for Proposals (RFP) for planning and technical services; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of September 28, 2018; and

WHEREAS, A selection panel comprised of staff from the SFMTA, Planning Department, and Transportation Authority reviewed the proposals based on the evaluation criteria and interviewed both firms on October 10, 2018; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranked firm of MSA Design & Consulting, Inc.; and

WHEREAS, The contract will be funded by federal Surface Transportation Program funds and a Prop K appropriation approved through Resolution 19-14; and

WHEREAS, The adopted Fiscal Year 2018/19 budget includes this year's activities and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract to MSA Design & Consulting, Inc. in an amount not to exceed \$420,000 for planning and technical services for the ConnectSF Streets and Freeways Study; and be it further

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

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

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation



Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachment:

1. Scope of Services

Attachment 1 Scope of Services

The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the time frames in which they are anticipated to take place include: the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways Study (2018-19). The Streets and Freeways Study will identify a preferred future Vision, combining urban design physical and operational concepts, for the network of major arterials and freeways within San Francisco. Driven at all stages by the ConnectSF Vision, this Study will build off the Transportation Needs Assessment and Network Development, review and incorporate previous and ongoing studies, consider potential changes to regional and local travel patterns, and apply national and international best practices to arrive at the optimal long-range freeway footprint and overall roadway operational conditions.

Specific tasks include:

- 1) project management;
- 2) an inventory of major roadway corridor concepts from existing and in-progress plans;
- 3) development and refinement of project concepts (freeway and pricing focus);
- 4) development of citywide streets mission statements, incorporating street typologies and modal policy priorities;
- 5) development of analysis framework;
- 6) evaluation of concepts and concept packages;
- 7) creation of recommendations and draft and final reports;
- 8) implementation strategy (optional); and
- 9) outreach (for context only, a separate consultant has been procured).

The tasks are detailed below:

TASK 1 – Project Management

Management of overall project tasks, invoice preparation, coordination meetings and correspondence.

Deliverable(s):

1. *Monthly project reporting and invoices by task*
2. *Weekly progress and coordination conference calls*
3. *Up to two in-person staff working sessions per-month with the ConnectSF study team through June 2019*

TASK 2 – Inventory of Major Roadway Corridor Concepts from Existing and In-progress Plans

This effort will begin with taking inventory of existing and in-progress plans (e.g. Bicycle Strategy, Vision Zero Strategy, Freeway Corridor Management Study (FCMS), Railyard Alignment and Benefits (RAB) Study) and proposed long-range concepts impacting the major arterials and freeways.

This effort will include documenting State Highway Operation and Protection Program (SHOPP) and Transportation Asset Management Plan (TAMP) efforts, State of Good Repair (SOGR), and Resilience by Design projects, including follow up coordination with the California Department of Transportation (Caltrans) and City and County of San Francisco staff. All documented SHOPP

Attachment 1 Scope of Services

projects, proposed SOGR, and proposed Resilience by Design projects will be summarized from their existing sources. This effort will also include documenting in-progress Intelligent Transportation System planning efforts in San Francisco, and new City and State safety and operation standards updates.

Deliverable(s):

1. *Table detailing planned SHOPP, TAMP, and other applicable concepts, projects, policies and plans*

TASK 3 – Development and Refinement of Project Concepts – Freeway and Pricing Focus

The project team will develop a range of design concepts for changes to major arterials and freeways identified through the Transportation Network Development process (see above). Where reasonable, the project team will consider in-progress and planned major land changes that can be expected to significantly impact or be impacted by any long-range freeway and major roadway design concepts.

Project concepts for each of the following components will be developed and refined for 2050, considering the analysis completed in the Needs Assessment and Network Development components of the ConnectSF program. It is expected that the development and refinement of project concepts will take place in an iterative way, overlapping to ensure no more than a duration of a total of five months.

a. Freeway Improvements

- i. Interchanges and Ramps: Develop proposed interchange and ramp improvement project concepts including review and refinement of existing project concepts developed in previous and on-going studies.
- ii. New Underground Transportation Facilities: Develop up to three project concepts and rough order of magnitude per mile cost, for vehicle and potential multi-modal tunnel facilities within San Francisco. Potential project limits and potential land use development capture strategies to fund the transportation improvements will need to be considered. Project concepts need to be developed with consideration for on-going Transit Corridors Study work and pre-existing major transit studies.
- iii. Freeway Removal (optional): In association with the RAB Study or any successor studies generated from or with the Planning Department, the consultant will review and refine proposals for additional freeway removals (e.g. Central Freeway). If executed, this scope of work will occur in conjunction with Land Use plans.

b. Managed Lanes

- i. Freeways High-Occupancy Vehicle (HOV)/Express Lanes: Incorporate the concepts developed from the FCMS Phases 1 and 2, plus develop strategies for the remaining freeway segments and the San Francisco-Oakland Bay Bridge approach (in collaboration with the Metropolitan Transportation Commission (MTC)). Develop a concept definition(s), implementation prioritization and Operation and Maintenance (O&M) cost estimates, and policy and legislative prerequisites.
- ii. Local Streets and Roads HOV/High-Occupancy Toll (HOT): Develop a concept definition(s), implementation prioritization and O&M cost estimates,

Attachment 1 Scope of Services

and policy and legislative prerequisites for a network of surface street HOV/HOT lanes.

c. Pricing

- i. Downtown Cordon Pricing: Incorporate and update the project concepts from the 2010 Mobility, Access and Pricing Study, and work in conjunction with any new decongestion pricing projects developed by the Transportation Authority in the coming months.
- ii. Mobility as a Service (MaaS): Based on Treasure Island and District 10 MaaS work efforts, develop a proof of concept for a citywide service. This project concept relates to on-going work under the Transportation Authority's Emerging Mobility Services and Technology (EMST) and Treasure Island Mobility Management efforts and the SFMTA's Muni app development.
- iii. Trip Cap: Leveraging project concepts currently being developed in the District 10 Mobility Management Study, refine and extrapolate to a citywide trip cap project concept.
- iv. Road User Charge: Develop a project concept definition, implementation and O&M cost estimates, and a revenue estimate, and cite policy and legislative prerequisites.
- v. Parking: Synthesize project work developed in SFPark and the 2016 San Francisco Parking Supply and Utilization Study.

d. Goods Movement and Urban Deliveries White Paper

- i. What are the impacts of deliveries in San Francisco? Is there an impact to curb space availability? In conjunction with the scope of work outlined under Task 4.2, the consultant will support and work with the ConnectSF study team to deliver a short white paper outlining analysis of available data and questions for future study.

Deliverable(s):

1. *Memorandum with a collection of project fact sheets for each project concept, detailing the concepts and recommended policies, including supporting data, maps, and enough detail to describe the project, for ultimate submission in the SFTP and the Regional Transportation Plan/Sustainable Communities Strategy*

TASK 4 – Citywide Streets Mission Statements

As with Task 3, Task 4 will be completed by the consultant in association with the ConnectSF study team.

The citywide street typologies task is intended to inform design and policy priorities for roadways beyond major arterials and freeways. Ultimately, this task will develop a series of toolkits that accommodate the future 2050 mode split and develop the related mission statements for corridors defined in the Network Development. For example, a mission statement for a corridor could identify Franklin and Gough Streets as auto oriented streets, Van Ness Avenue as the transit street, and Polk Street as the bicycle and pedestrian oriented street. Additionally, where one street needs to fulfill all modal needs, the mission statement should address complete street ideas and identify pinch points or other issues. For example, Masonic Street between Fell Street and Geary Boulevard has complex design requirements because it needs to incorporate all modes of travel.

Attachment 1 Scope of Services

This task will consider and coordinate with the work of the standing multi-agency EMST and Travel Demand Management Working Groups to ensure that any new specific strategies developed as part of the mission statements, typologies and toolkits are consistent.

Task 4.1. Street Design

This task includes conducting an inventory of current San Francisco street classification systems and designations for streets and roads within the city, researching peer cities and their approach to typologies and street toolkits, and evaluating San Francisco's policies against those policies that are considered best practices. This task should reference the Better Streets Plan, and the Western and Central South of Market street hierarchies.

Deliverable(s):

1. *Memorandum summarizing street classification systems from peer cities and existing San Francisco guidance. The memorandum should also include an evaluation of current city practices vs best practices.*

Task 4.2. Develop street mission statements and toolkits

Based on 2065 Vision goals and objectives, corridors defined in Network Development and the background street design research from Task 4.1, the consultant, with support from the ConnectSF study team, will develop street mission statements that support the ConnectSF Vision.

The statements will follow similar typologies that prescribe general physical design, operational and policy interventions to different street types within a corridor. The street types may not be assigned to specific streets, but instead may follow more generic contexts that could be applied to specific streets. In addition to the findings from research in Task 4.1, mode priorities identified in the Network Development Task, street types utilize the surrounding urban form and built environment.

The total number of street types will be constrained to no more than 16-20 types (3-4 modes x 3-4 build environments, with an additional 3-4 for critical street types) with the intent to capture the most common and illustrative typologies (e.g. Alameda County Complete Street Guidelines). This will allow for 3-4 modal priorities and 3-4 scales of built environments to be matrixed against one another. The additional 3-4 typologies will be reserved for critical street types that are not covered by the more generic 16 street types. Tools, strategies and actions will be developed with the consultant, with support from the ConnectSF study team. Leveraging the already procured outreach consultant for Phase 2, the consultant will work with the ConnectSF study team to participate in at least one charrette to engage various stakeholders in development of the street typologies and potential uses (see Task 9 below).

The future typologies will consider the following components:

Achieving Vision Zero: The Vision Zero Action Strategy, and additional recommendations from advocacy groups will ensure future recommendations for San Francisco's streets contribute to eliminating traffic fatalities, and will create public realm spaces that ensure safe streets, safe people and safe vehicles. Ultimately, the consultant, with support from the ConnectSF study team, must ensure that future projects for San Francisco Streets consider what it would take to achieve Vision Zero.

Citywide bike network: The SFMTA has a street classification system, and is in the process of developing greenways in conjunction with the Bike Strategy. The consultant will take into account the most current thinking from SFMTA staff with regard to bike infrastructure.

Attachment 1 Scope of Services

Curb Management Strategy: The proposed Curb Management Study proposes that the SFMTA and the Transportation Authority develop an inventory of curb space and curb use throughout the city in addition to demand for curb space by user and mode type. The results of this study will inform potential pilot programs to test with emerging mobility companies and ultimately produce a curb management strategy. The results of the curb management study and pilot would shape the final curb management strategy. This strategy should prioritize outcomes identified in the City's Guiding Principles for EMST. Furthermore, the strategy should aim to reduce conflicts between vehicle loading needs behavior and vulnerable roadway users including people walking and bicycling. The consultant will consider the above studies when developing future street typologies.

Updated Metropolitan Transportation System (MTS): Updates to the MTS street designations based on the developed mission statements and typologies will be considered. The MTS network includes roadways recognized as 'regionally significant' and includes all interstate highways, state routes, and portions of the street and road system operated and maintained by the local jurisdictions (San Francisco).

Deliverable(s):

1. *Participation and creation of materials for stakeholder charrette for development of streets classification system*
2. *Memorandum on San Francisco Streets Mission Statements, including operational and policy interventions for different street types within a corridor, typical street sections and general design considerations for street zones by typology and modal priority*

TASK 5 – Develop Analysis Framework

The consultant will develop the analysis framework and methodology for evaluating project concepts and concept packages, drawing from Needs Assessment metrics and findings and with support from the ConnectSF study team. The analysis framework will be developed as a high-level analysis to identify concepts, projects, and programs developed in Task 3 and to the extent feasible, Task 4, that have the most potential to achieve the ConnectSF Vision transportation goals and objectives. Potential factors include overall Vehicle Miles Traveled reduction and congestion mitigation and how well projects and policies meet the ConnectSF Vision goals. This task will also help set the stage for policy and operational tradeoffs to be considered in Task 6, evaluation.

Deliverable(s):

1. *Technical memorandum detailing the analysis framework methodology*

TASK 6 – Evaluation of Concepts and Concept Packages

Using the framework developed in Task 5, the consultant, with support from the ConnectSF study team, will evaluate concept and concept packages and present results in a strategy matrix and accompanying technical memorandum.

The consultant will categorize concepts, projects, and programs evaluated as having a high or medium level benefit into short-, medium-, and long-range timeframes.

Concepts, projects, or programs that are either substantially similar or dependent in design and operation may be grouped or combined for this screening evaluation. The evaluation may be qualitative/rough order of magnitude in nature (e.g., high, medium, low, no, or negative benefit, by metrics defined in the Needs Assessment) due to the limited time frame for completion of this effort and incomplete, high-level project details.

Attachment 1 Scope of Services

This task will ensure there is a relationship between any freeway vision strategies and major arterials network plans, and backcheck street mission statements and typologies against the future on-street transit network, bike network and freight network.

The outcome of this task is a long-term vision statement, defined by a list of prioritized project and policy recommendations.

Deliverable(s):

1. *Streets and Freeways vision statement, a list of prioritized project and policy recommendations, including illustrative design graphics to fully articulate the vision and its potential broad benefits*

TASK 7 – Create Recommendations and Draft and Final Streets & Freeways Study Report

Building off Task 6, the consultant, with support from the ConnectSF study team, will produce a final report with recommendations for top tier project concepts and policy recommendations for consideration in the SFTP 2050 as potential next steps for streets as outlined in Task 4.

Deliverable(s):

1. *Streets and Freeways Draft and Final Report, including final prioritizations*



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 11/13/18 Board Meeting: Approve a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract with MSA Design & Consulting, Inc. (MSA) in an amount not to exceed \$420,000 for planning and technical services for the ConnectSF Streets and Freeways Study • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide planning and technical for the Streets and Freeways Study (Study), which is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. The Study will identify a preferred future vision for San Francisco, combining urban design physical and operational concepts, for the network of major arterials and freeways within the city. The study will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. It will also develop street typologies to help inform modal priorities. Recommendations from the Study will feed into the next countywide transportation plan update. We issued a Request for Proposals (RFP) in August. By the proposal due date, we received two proposals. Following interviews with both firms, the multi-agency selection panel recommended MSA to provide the requested services.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
---	--

DISCUSSION

Background.

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

constitutes ConnectSF's first phase of work. The vision is available on connectsf.org/about/components/vision

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

The outcome of Phase 2 will be a prioritized list of projects and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision. Phase 3 of ConnectSF will include an update to the countywide transportation plan or San Francisco Transportation Plan (SFTP 2050) and a new Transportation Element of the City's General Plan.

The Streets and Freeway Study will build off the Transportation Needs Assessment and Network Development, review and incorporate previous and ongoing studies, consider potential changes to regional and local travel patterns, and apply national and international best practices to arrive at the optimal long-range freeway footprint and overall roadway operational conditions. It will focus on the transformative opportunities to improve the City's freeways and major streets and roads and will develop a citywide street typology. The result of this Study will be a screened, preliminarily phased list of potential projects and operational strategies and policies for further planning, refinement, and consideration for inclusion in the SFTP 2050. The consultant, with support from the ConnectSF study team, will coordinate closely with other interagency efforts on Emerging Mobility Services and Technology and Transportation Demand Management.

On behalf of the ConnectSF agencies, we have already contracted with Civic Edge Consulting to provide strategic communications, media and community relations services to support this Study and the other ConnectSF Phase 2 efforts.

Procurement Process.

We issued a RFP for planning and technical services for the Study on August 30, 2018. We hosted a pre-proposal conference at our offices on September 10, which provided opportunities for small businesses and larger firms to meet and form partnerships. Fifteen firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of September 28, 2018, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority, San Francisco Planning Department and SFMTA staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected both firms to interview on October 10. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: MSA. The MSA team distinguished itself through strong references and awareness of transportation issues. The team members have many years of experience and have worked on numerous San Francisco projects.

Agenda Item 9

We established a Disadvantaged Business Enterprise (DBE) goal of 14% for this contract. Proposals from both firms met or exceeded the goal. The MSA team includes 34% DBE participation from subconsultant, IDS California, a Hispanic-owned and San Francisco-based firm.

FINANCIAL IMPACT

This contract will be funded by federal Surface Transportation Program funds and a Prop K appropriation that is pending approval on its second read at the October 23, 2018 Board meeting. The adopted Fiscal Year 2018/19 budget includes this year's activities. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services



This Page Intentionally Left Blank

RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT, WITH OPTIONS TO EXTEND FOR THREE ADDITIONAL ONE-YEAR PERIODS, TO SPTJ CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$480,000 FOR COMPUTER NETWORK AND MAINTENANCE SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority's information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment, in addition to the agency's travel demand forecasting model; and

WHEREAS, Support is also required for desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation; and

WHEREAS, The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority's office weekly and on an as-needed basis; and

WHEREAS, On September 5, 2018, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services; and

WHEREAS, The Transportation Authority received five proposals in response to the RFP by the due date of October 4, 2018; and

WHEREAS, A selection panel comprised of Transportation Authority staff from various divisions reviewed the proposals based on the evaluation criteria and interviewed two firms on



October 15, 2018; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranked firm of SPTJ Consulting, Inc.; and

WHEREAS, The contract will be funded by Prop K sales tax operating funds, and the adopted Fiscal Year 2018/19 includes this year's activities; and

WHEREAS, Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services; and be it further

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

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

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

Attachment:

1. Scope of Services

Attachment 1 Scope of Services

The Transportation Authority's information technology (IT) needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority's travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The following list serves as an example of the types of known upcoming technology-related tasks, but unforeseen requirements and new projects come up regularly at the Transportation Authority, so the consultant will require a breadth of knowledge on various IT topics.

The consultant will perform at a minimum the following tasks:

Ongoing Tasks:

- Perform software and hardware installation and configuration on servers and staff desktop computers, including managing licenses and certificates
- Specify, quote, and set up new computers as needed
- Maintain computer and Voice-Over-IP (VOIP) telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Maintain virtual machines
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Provide basic website support, including backups, upgrades and space management, as well as supporting technical coordination between developers and staff
- Coordinate with internet service provider
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems

Monthly tasks:

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

Annual tasks:

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

Attachment 1 Scope of Services

Technology Expertise

The following technologies are currently in use at the Transportation Authority, and will require support from the consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8/10 and Office 365
- MacOS and Adobe Creative Cloud
- ArcGIS and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- G Suite
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 11/13/18 Board Meeting: Approve a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting in an amount not to exceed \$480,000 for computer network and maintenance services • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions 	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We are seeking consultant services to provide computer network and maintenance services for the Transportation Authority’s various information technology needs. We issued a Request for Proposals (RFP) in September. By the proposal due date, we received five proposals. Following interviews with two of the firms, the selection panel recommended SPTJ Consulting to provide the requested services.</p>	

DISCUSSION

Background.

The Transportation Authority’s information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority’s travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority’s office weekly and on an as-needed basis. The current IT consultant is on-site a minimum of one day per week, not including critical

tasks, emergencies, or special projects. The consultant will triage all critical and non-critical IT requests and maintain a prioritized list of tasks for completion. As the Transportation Authority's IT needs evolve, it is possible that more than one day of on-site presence may be required.

Procurement Process.

We issued a RFP for computer network and maintenance services on September 5, 2018. While a pre-proposal conference was not held, proposers were able to submit questions regarding the RFP and receive responses by September 17. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of October 4, 2018, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, capabilities and experience, cost and Disadvantaged Business Enterprise/Local Business Enterprise/Small Business Enterprise (DBE/LBE/SBE) participation. The panel selected two firms to interview on October 15. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: SPTJ Consulting.

The panel unanimously agreed that SPTJ Consulting distinguished itself through a number of criteria. The assembled team demonstrated a solid understanding of agency needs and proposed appropriate staffing resources and technology solutions. SPTJ also demonstrated familiarity with agency practices, as well as a high-level of reliability and responsiveness as validated by references from peer agencies. SPTJ has provided computer network and maintenance services for the Transportation Authority since 2004.

We established a DBE/LBE/SBE goal of 15% for this contract. Proposals from both firms that were interviewed met or exceeded the goal. The SPTJ Consulting team proposed a total DBE and LBE participation of 84% from its own firm.

FINANCIAL IMPACT

This contract will be funded by Prop K sales tax operating funds. The adopted Fiscal Year 2018/19 budget includes this year's activities. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

RESOLUTION COMMITTING THE TRANSPORTATION AUTHORITY AND ENCOURAGING THE SAN FRANCISCO BOARD OF SUPERVISORS AND THE MEDIA TO PLEDGE TO USE “CRASH” AND “COLLISION” AND NOT “ACCIDENT” WHEN REPORTING ON TRAFFIC VIOLENCE, IN RECOGNITION OF WORLD DAY OF REMEMBRANCE 2018

WHEREAS, Death and injuries caused by road collisions leave a long-lasting impact on millions across the world; and

WHEREAS, Over 1.3 million people are killed in road collisions every year globally; and

WHEREAS, Thirty people die annually and 500 people are hospitalized annually with severe injuries from traffic crashes in San Francisco; and

WHEREAS, City trauma surgeons respond to a serious injury every 17 hours; and

WHEREAS, 50% of patients at Zuckerberg General Hospital trauma center are people injured in traffic collisions; and

WHEREAS, San Francisco adopted Vision Zero as City policy in 2014, with the goal of zero traffic deaths for all modes, including people in motor vehicles, walking, and cycling; and

WHEREAS, The World Day of Remembrance for Road Traffic Victims was founded to honor the lives of victims and families of road traffic collisions and to draw attention to the consequences of road crashes and measures that can be taken to prevent them; and

WHEREAS, Road crashes can be prevented by making streets safer, by improving driving behavior, and increasing involvement of governments; and

WHEREAS, San Francisco will be holding its fourth annual commemoration of the World Day of Remembrance on Sunday, November 18, 2018; and

WHEREAS, The San Francisco Bay Area Families For Safe Streets whose members are and



continue to be impacted by traffic violence organize San Francisco's vigil; and

WHEREAS, Language plays a significant role in perception; and

WHEREAS, The primary goal of this year's vigil is to have cities, counties, elected officials, and the media sign the pledge to change the language when reporting on collisions; now, therefore, be it

RESOLVED, That the Transportation Authority commits to use the vernacular "crash" and "collision" and not "accident" when reporting on traffic violence; and be it

FURTHER RESOLVED, The Transportation Authority encourages the San Francisco Board of Supervisors to pledge to use the vernacular "crash" and "collision" and not "accident"; and be it

FURTHER RESOLVED, That the Transportation Authority encourages the paper of record, and all local papers and media to adopt formal editorial policies to use the words "crash" or "collision" and not "accident".